FOR POSTAGE RATES SEE FRONTISPIECE

Fit "TripleX" Reid - and be safe

THE SPHERE, JANUARY 28, 1950
With which is incorporated "BLACK & WHITE" 2/-

The SPHERE

WITH WHICH IS INCORPORATED THE GRAPHIC

Vol. CC, No. 2608
JANUARY 28, 1950

Bulmer's POMAGNE

MADE BY THE SAME PROCESS AS CHAMPAGNE

Champagne Cider de Luxe

HONI SOIT QUI MAL Y PENSE
DIEU ET MON DROIT

BY APPOINTMENT
CIDER MAKERS
H. P. BULMER & CO. LTD., HEREFORD

TRADE MARK

GREAT AND GLORIOUS Bass

THE FINEST WINES AT THE FAIREST PRICES

Lings of London Ltd.

5 AVERY ROW, LONDON, W.1.
Mayfair 6521 (4 lines)

PRICE LISTS SUPPLIED ON APPLICATION

THE ARISTOCRAT OF LIQUEURS

Drambuie

THE DRAMBUIE LIQUEUR CO., LTD., 12, YORK PLACE, EDINBURGH

Limited supplies are distributed as fairly as possible.

HARDEN'S FINE TEAS

REGD TRADE MARK

Formerly known as the famous DOCTOR teas

Packed by
HARDEN BROS. & LINDSAY LTD.
121 CANNON STREET, LONDON, E.C.4

The 'Vintage' Squashes

'TANZARO'
FRUIT SQUASHES

JEWSBURY & BROWN LTD · MANCHESTER 12

OTARD
Cognac

THE BRANDY WITH A PEDIGREE

KING SIX CIGARS 1/7 each

The result of a century of experience

Made by J. R. Freeman & Son, Ltd.

Makers of Fine Cigars since 1839

ALL CLASSES OF INSURANCE TRANSACTED

CAR & GENERAL INSURANCE CORPORATION LTD.

83, PALL MALL, LONDON, S.W.1.

Jaguar

16th Century Gatehouse, Charlecote Park, Stratford-on-Avon.

At 5 or 95 m.p.h. the 3½ litre Jaguar heralds its approach with the merest whisper, and in the deep-seated comfort of its soft leather upholstery the driver has the magnificent feeling that he could steer this car through the eye of a needle. The 2½ litre is relatively no less remarkable. And the XK Super Sports 2-seater holds the world's record of 132.6 m.p.h. for a standard production car.

THE FINEST CAR OF ITS CLASS IN THE WORLD

H·M·V H·M·V

THE GRAMOPHONE COMPANY LIMITED
SUPPLIERS OF GRAMOPHONES, RECORDS

RADIO AND TELEVISION APPARATUS
TO HIS MAJESTY THE KING

BY APPOINTMENT

"HIS MASTER'S VOICE"

The Hallmark of Quality

H·M·V THE GRAMOPHONE COMPANY LIMITED, HAYES, MIDDLESEX H·M·V

The choice of the Connoisseur

MACDONALD & MUIR LTD. *Distillers, Leith, Scotland*

HENLYS PROVIDE

NEW 3-WAY GUARANTEE

with their Small Mileage Used Cars

1. Every car is guaranteed for 3 months on same terms as a new car.
2. Every car is tested by our engineers before purchase by us.
3. Every car is thoroughly serviced before sale.

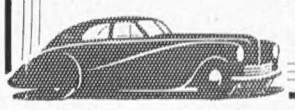
1948 ARMSTRONG 16 Lancaster.
1948 AUSTIN 16 Saloon.
1948 AUSTIN A 40 Saloon.
1948 AUSTIN Sheerline Saloon.
1948 FORD 10 Saloon.
1948 HILLMAN 10 Saloon.
1948 HILLMAN 10 Coupe.
1948 HUMBER 14 Saloon.
1948 JAGUAR 1½ S.E. Saloon.
1948 JAGUAR 2½ Saloon.
1948 MORRIS 8 Saloon.
1948 MORRIS 10 Saloon.
1948 RILEY 1½ Saloon.
1948 ROVER "75" Sports Saloon.
1948 SINGER 10 Saloon.
1948 STANDARD 8 Coupe.
1948 STANDARD 14 Saloon.
1948 TRIUMPH 14 Saloon.
1948 TRIUMPH 18 Roadster.
1948 VAUXHALL 12 Saloon.
1948 WOLSELEY 14 Saloon.
1947 ARMSTRONG 16 Saloon.
1947 AUSTIN 8 Saloon.
1947 HILLMAN 10 Saloon.
1947 HUMBER 18 Saloon.
1947 JAGUAR 3½ Saloon.
1947 M.G. 11 2-seater.
1947 MORRIS 10 Saloon.
1947 RILEY 1½ Saloon.
1947 ROVER 12 Sports Saloon.
1947 STANDARD 12 Saloon.
1947 SUN/TALBOT 10 Tourer.

Special Deferred Terms available

HENLYS

England's Leading Motor Agents

Head Office: Henly House, 385 Euston Rd., N.W.1. Tel: EUS 4444
Devonshire House, Piccadilly, W.1. Tel: GRO 2287
Branches: **Manchester,** 1-5, Peter Street. **Bournemouth,** The Square.
Bristol, Cheltenham Road. **Camberley,** 182, London Road.
Northampton, A. Mulliner Ltd., Bridge Street.
30 *Depots throughout the Country.*



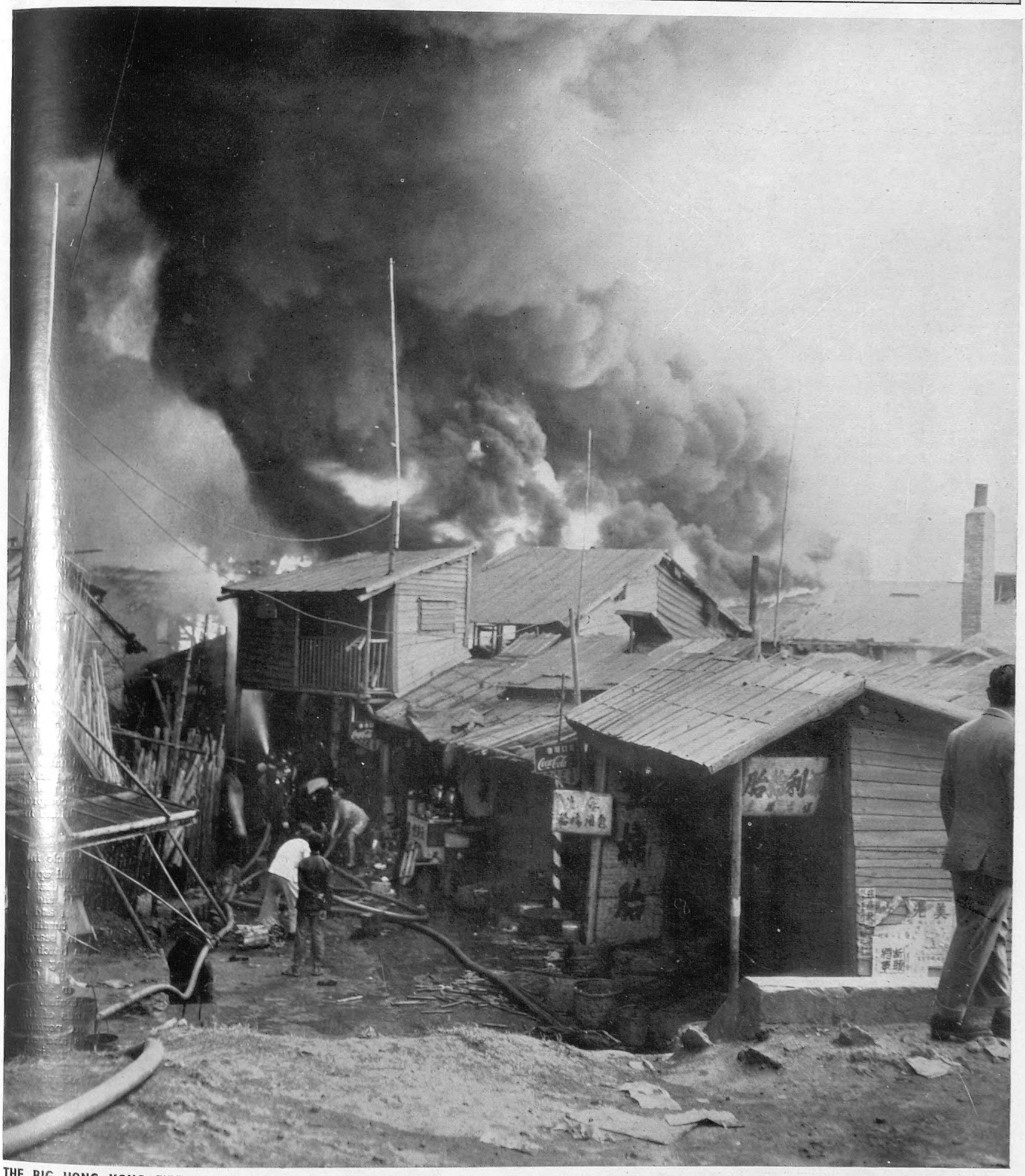
Volume CC No. 2608

The SPHERE, London, January 28, 1950

The SPHERE

WITH WHICH IS INCORPORATED "THE GRAPHIC"

THE EMPIRE'S ILLUSTRATED WEEKLY



THE BIG HONG KONG FIRE—20,000 PEOPLE RENDERED HOMELESS IN KOWLOON CITY IN ONE OF THE WORST FIRES IN THE HISTORY OF THE COLONY: Burning shanties in one of the poorer quarters, where firemen, civilian volunteers and members of the Services worked together to stem the flames

It is estimated that 20,000 people were rendered homeless when one of the worst fires known in Hong Kong Colony in recent times swept through the old walled Kowloon City area for many hours. Hundreds of squatters' huts, wooden semi-permanent buildings, a Chinese temple and a film studio were destroyed. The blaze was fanned by a stiff wind and the closely-packed huts burned furiously. British troops, R.A.F. men and civilian volunteers helped the Fire Brigade to fight the flames. Kowloon City lies on the mainland of China, opposite the island of Hong Kong, but in the British colonial area. Beyond it lie the Leased Territories stretching to the Chinese border, where British sentries and Communist guards come face to face.

Postage—Inland, 2d.; Canada, with Newfoundland, 1½d.; Elsewhere Abroad, 2½d.

A LONDON NEWSLETTER

1, NEW OXFORD STREET, W.C.1.

Colombo and After.—Whatever was settled at Colombo, Mr. Bevin assured the delegates, would not be "unscrambled" by a change of Government in England. Actually, the eggs were earmarked, but the shells were not broken. The Conference was a hopeful exploring of avenues; a principle or two was established, a proposal put forward for study, and a tribute paid to Mr. Bevin. The principles established were that South-East Asia was to-day an area of special urgency in the fight to check Communist infiltration or overrunning. And that bread, and not the sword, was the only method by which it could be checked. Communism feeds on hunger. The nations most anxious and most concerned to help have not much money to spare. Only America has the money. But America is wondering now if her wealth is inexhaustible, and, even if it is so, is not as much inclined to pump it out without a *quid pro quo*. For one thing, the money must be turned to good account. Men can't eat dollars. Dollars must be laid out to secure the things which backward nations need to resist the poisons of despair. And one other thing. In the matter of political recognition of Communist *faits accompli*, the nation that pays the piper prefers to call the tune. But Colombo, as far as things went, was not disappointing. It gave grounds for modest hope of friendly co-operation leading to action—one day.

Winning Through Together.—The party manifestos must receive the good citizen's attention. It is his duty as a voter to study them. The Labour manifesto is first in the field, and I expect it receives the approval of the Socialist leaders as a "clever" document. I believe its cleverness would have been more effective under a different title. "Let us win through together" suggests a noble ideal of wholehearted co-operation by all parties and classes. But "the tinker's cuss and the vermin" continually breaks in on the noble theme and makes nonsense of it: *e.g.*, "Big business did not believe in Britain—believed only in profit. So money went into cinemas, not coal . . ."; or "The Conservative Government landed us in a war which collective security could have prevented and for which the Government had not prepared"; or "Human misery, queues at the Labour Exchange and a nation divided by industrial bitterness—that was, and still is, the Tory way." These "simplifications" are open to question on the score of truth; they are vulnerable boomerangs. If the title of the manifesto is intended to mean anything, it cannot be called "clever."

Not Clever Enough.—Neither is it clever to make "statements of fact" which many a voter can instantly brand as clumsy lying on his own experience. Take one single instance: "*Nationalisation* is bringing electricity to more homes every year." Where I live, main electricity had reached within half-a-mile of my house in 1934. I applied to be linked up and was told my request would be considered if I was prepared to pay £300—that was in '37. In 1949, our small village, including eight country houses of an average of fourteen-room-size, applied for main electricity. We were invited to put up a sum of money which we could not afford. In my case, I was told I should have to put up £1,000. I asked if that was a "contemptuous offer." It was admitted that it was so and that I couldn't hope for a reasonable offer within a decade. Or examine the claim made that success has attended the Socialist campaign to reduce the cost of living. Ask your Local Authority what is the increase in the cost of clothing your police force in the next year over the last; whether that increase is nearly 100 per cent., and what addition that means to your rates. For these (and other) details, I find the Socialist manifesto not clever enough.

All Tastes are Good.—West Walthamstow—the Premier's constituency since the elimination of Limehouse—is a Socialist stronghold on the 1945 figures, a 12,700 majority over combined Conservative and Liberal votes. But it seems that all tastes are to be catered for in 1950, or at any rate all respectable tastes. Mr. Attlee may be opposed by three other candidates: Mr. Paul (C.), Commander Pim (Lib.) and Mr. Hutchinson (late of Rusholme) (Ind.). The last-named was expelled from the Socialist Party in 1948 or 1949 because he could not swallow Mr. Bevin's foreign policy. If he joins in the fight, he may snatch a few of Mr. Bevin's votes and, allowing for any swing of the pendulum and any unfavourable last-minute and local issue, the Premier's margin of safety may be somewhat reduced. But I should think that his margin is very adequate, and need call for no special efforts of oratorical fury and fireworks.

Worse Confounded.—An exchange of letters between Lords Moynihan and Woolton appears worse to confound the confusion in the opposition ranks. Lord Moynihan is Chairman of the Liberal Party Executive—in commercial phrase "the only undertaking entitled to use this trade-mark." He has observed with anxiety—and we have noticed also—that a number of Conservative candidates are flying the flag of "Conservative and National Liberal." *His* party has no connection with the firm which uses the name of "Liberal-National" and has apparently the sole right to use the trade-mark "Liberal." But locally it appears there are impious pacts between Conservatives and Liberals *tout court*, and that further confuses the issue. The confusion is accepted on both sides, and special double labels have been invented, as for example "Liberal and Unionist." How that would help I do not see. Lord Moynihan states an incontrovertible maxim for parties at General Elections: "To let the public know the things for which it stands, the principles in which it believes and what it would do if it became the Government of the day." This is sound sense, but precise labels alone can't do the trick, there must be real force behind the punch.

Shadows Before.—The Tory Shadow Cabinet has awoken to intense vigour, with the return of the Great Chief: 28, Hyde Park Gate is become an armed camp (according to one report) to the administrative headquarters of the party fight (*pace* another). His secretaries have chucked work on the book and private business, and the offices extend far into the house next door. The Shadow Cabinet-room is the dining-room of No. 28, and here the Cabinet meets *at all hours*. They have already been called once *in the middle of the night*. "At all hours" (the boys assure us) means what it says—small hours included. All of which suggests that Mr. Churchill means business, and that the old brigade must jump to it when father says "'Shun!" It's back to the Army again, Sergeant. And Sergeant shows no signs of advancing years. Peter Pans never do. Mr. Churchill sleeps only when it suits him or fits his programme. And the old brigade must do so, too. If his is a *Shadow* Cabinet now, what will it be on March 1?

Footnote to a Broadcast.—The Priestley broadcast, to which I have devoted a paragraph, has clearly received the notice which I prophesied for it. Opponents of Socialism have found it necessary to refute its "specious arguments" in detail and in leaders. It was certainly a generalisation and it was certainly a simplification of many issues, and I dare say "specious" is not an entirely unfair epithet. The points I sought to make were that Priestley has learned the new and difficult art of getting his personality over the air and that he has remembered an older technique of the great satirists and critics of the past, namely, that a show of moderation, a soupçon of impartiality, before the victim is trounced, lends verisimilitude to an otherwise empty and boring tale. These political broadcasts are addressed principally to the "waverers." People "waver" usually, not because they are weak or imbecile, but because they like to "do a little thinking for themselves." This type is not contemptible. It does not believe that all Socialists are angels and all Conservatives capitalist devils. It is bored by the black-and-white school, and wants something, quietly expressed for a "fireside chat," a little less crude and primitive.

RUSSIAN-CONTROLLED BERLIN RAILWAY EMPLOYEES LEAVE THEIR HEADQUARTERS AT DAWN: The 600-room building was to have been used by departments of the Western City Council. Four days later, the headquarters was handed back after the Russians had made its occupation an excuse to reduce the inter-zonal train service. East German railway authorities have been transferring from the American sector of Berlin ever since last summer's railway strike. When the Russian-controlled H.Q. in the American sector was occupied last week by West Berlin police on instructions from the Americans, the building was found to be almost entirely evacuated, and the operation was carried out without incident. Eight Russian-controlled railway policemen were disarmed and driven to the border. The following day the railway service to the Western sectors was halved, presumably as reprisal, and Major-General Maxwell-Taylor, U.S. Commandant of Berlin, ordered the withdrawal of the Western police from the building

Mr. Churchill's Broadcast.—I have perhaps given too large a share of notice to broadcast party political speeches. The subject interests me, and a second reference to Mr. Priestley's (now famous) speech leads me on to a third reference, this time to Mr. Churchill's long-awaited (and by Conservatives anxiously awaited) broadside. I have no longer any doubt that the *manner* of these quarter-hour propaganda talks is all and the *matter* nothing. A quarter hour is time too short merely to announce some heads of a party's policy. It would require longer to set forth in detail the ways and means of any one of those heads. Mr. Churchill did not repeat the fire and fury of his opening broadside of 1945. But some of the old familiar and successful features of his wartime broadcasts were retained. The years pass and we all grow older. The last five years have brought disillusion and disappointment to our great leader. Twice he addressed us—almost in parenthesis and with almost diffidence—as "my friends." The two words carried no doubt and no diffidence in 1940. And the purple peroration was not wanting, the Macaulay-Churchillian period rolled out as a tail-piece. Somehow it gave the effect of an embellishment taken in from dead yesterday and tacked on to lend enthusiasm to to-day's neutral-tinted cause. We *all* grow older, speakers and listeners. We have heard too many political broadcasts, and we shall hear many more in the next fortnight. We want a holiday just as school-time is beginning, and the old clichés, of whatever colour, are hard to disguise as novelty. But at the end of it all, what remains to say? Our one proven great man is still with us, still vigorous in body and mind, still ready to lead us. The right way for Britain has not been proved to the hilt after five years of Socialist rule. Our plight is desperate. The Conservative cause cries out for new men and new ideas. We are not yet advised that those ideas and those new men will be forthcoming or are earmarked. But this I say and believe: our plight is so grave that we shall be *mad* if we do not so vote at the coming election that we may give ourselves a breathing space for reflection and a chance to see whether perhaps a change of Government may not produce some useful ideas and measures which may ease our present situation and prove to all of us of whatever party that there is good and bad in the policies of right and left, and that a compromise way is the right road for Britain in the next decade.

Diaries.—A light article in *The Times* on the diary habit fell aptly for me. I had entirely forgotten that I was an addict who persisted in the habit year after year between 1921 and 1926. But the other day, when turning out some dusty cupboards in search of something, I came upon a batch of six close-written diaries recording my life and engagements. And, like Crusoe, when he saw a footprint in the sand, "I stood like a man astonied." For these footprints in the sands of time—my forgotten diaries—were portents to make one rub one's eyes and sit up. Who was this gay fellow who dined out on an average four nights a week, travelled all England and Scotland by car and rail to visit his friends all the year round to shoot their hecatombs of grouse and pheasants; to play cricket and lawn tennis, to punt and converse and fritter the hours away; who yet appears to have earned a larger income than does to-day the man he pretends to be; who bought new suits in Savile Row and went abroad and changed his car whenever it amused him? He appears to have called half the world his friends, and in furthering his friendships fired 5,000 cartridges in a year, and wore 1,000 white waistcoats? Who was he and whence came he? From some uncharted Mars. I can only add that I read his six volumes with all the interest which I devoted to a first reading of *The Moonstone*.

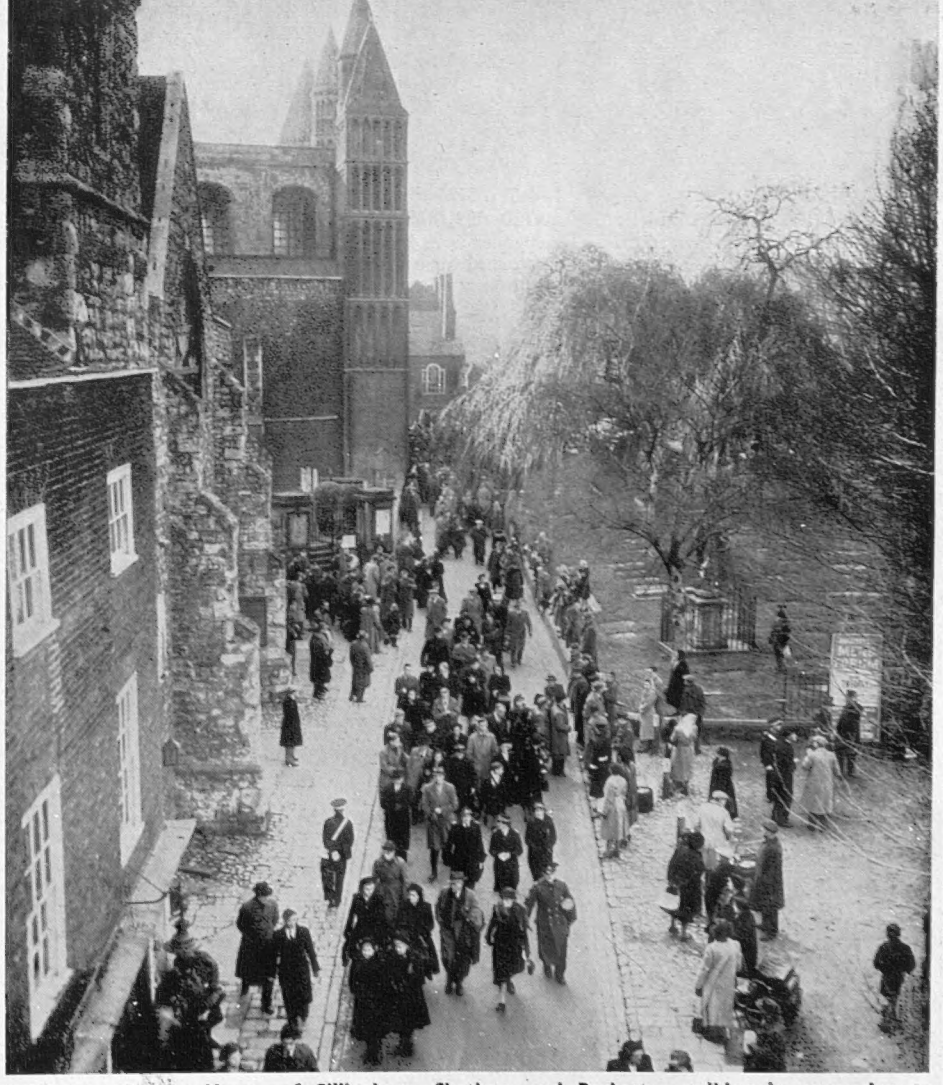
THE OLD STAGER

NAVAL HONOURS for the TRUCULENT'S VICTIMS

The Burial at Gillingham and the Memorial Service at Rochester

FIRING A SALUTE OVER THE GRAVES OF THREE VICTIMS OF H.M.S. "TRUCULENT": This was the scene in the naval section of Gillingham Cemetery when Petty Officer Myatt, Ldg.-Sig. Robert Johnson and Steward John George Child were laid to rest with full naval honours. A long file of officers and men of the submarine service followed the three flag-draped coffins to the cemetery, and surviving members of the *Truculent's* crew, led by their commanding officer, Lieutenant C. P. Bowers, were among the mourners. Admiral Sir Henry Ruthven Moore, Commander-in-Chief the Nore, and Rear-Admiral Guy Grantham, flag officer submarines, were also present, and the service was taken by the Senior Chaplain of the Nore. Last Saturday a memorial service was held in Rochester Cathedral for all the victims of the disaster. In his address at Rochester Cathedral Dr. Chavasse said that all England sorrowed with the Medway towns

THREE OFFICERS WHO SURVIVED THE "TRUCULENT" DISASTER STAND AT THE SALUTE IN GILLINGHAM CEMETERY: Lieutenant J. E. Stevenson, Lieutenant C. P. Bowers, the commanding officer of the submarine *Truculent*, and Lieutenant Humphry Baker at the funeral of three of the victims



THE PEOPLE OF THE MEDWAY TOWNS MOURN THE VICTIMS OF H.M.S. "TRUCULENT": *Left*—The Mayors of Gillingham, Chatham and Rochester walking in procession to attend the memorial service at Rochester Cathedral. *Right*—Members of the congregation dispersing after the service. In his sermon the Bishop of Rochester, Dr. Chavasse, said that the disaster had moved the whole country to a degree not experienced since the sinking of the *Truculent's* sister-ship, the *Thetis*. "With the cessation of hostilities," he said, "it is a shock—and a shock we shamefully and sorely need—to be reminded that, though most of us lead unadventurous lives and follow safe occupations, our security and bread is purchased for us by the costly sacrifice and risk of life of certain sections of the community. Slacking, absenteeism and unofficial strikes stand condemned and utterly to be abhorred in the judgment spotlight of the *Truculent* disaster and all it proclaims of the hazardous service given cheerfully by certain of our countrymen for our welfare." Last Post and Reveille were sounded by the buglers of the Royal Marines

BOSTON'S MILLION-DOLLAR ROBBERY

One of the Biggest Thefts in American History

Not since 1934, when ten thugs carrying machine-guns robbed an armoured car of 427,000 dollars in front of the Brooklyn plant of the Rubel Ice Corporation has there been a hold-up in the United States comparable with the recent raid on Brinks Incorporated, the armoured-car transport firm which has lost 1,000,000 dollars. The Boston "job" was indeed one of America's biggest cash robberies of all time, and like the Brooklyn robbery, was planned with the greatest precision. The bandits went through six steel doors to the vaults of Brinks Incorporated, where they surprised five cashiers. Whipping out lengths of cord they bound and gagged the cashiers, removed revolvers from holsters on the wall, and within twenty minutes had made their getaway. No alarms were sounded in the building, and it seemed clear that the bandits had the use of pass-keys. Last week an alleged confession by a man who said he drove the bandits' car brought no valuable result, although he did lead them to a hide-out containing ammunition and a ·38 revolver of the kind used in the raid. As the bandits were all masked identification is almost impossible.

PRINCE STREET, BOSTON, ON THE MORNING AFTER TH ROBBERY: Three police officers are seen standing vig outside the doorway through which seven masked me fled with about 1,000,000 dollars in cash after carryin through one of the most skilfully planned hold-up The victims were Brinks, a firm which provide an armoured-car service for the transport of cas

THE HEAD CASHIER OF BRINKS INCORPORATED DESCRIBES HOW IT HAPPENED: Thomas Lloyd (in white shirt) told detectives that the bandits who invaded Brinks Incorporated wore orange and black masks ("like kids use"), Navy-type pea-coats and crêpe shoes. They had made no sound as they passed through the upstairs corridor en route to the vaults. They overpowered five employees of Brinks, gagged them, took as much money as they could carry, and fled in two cars. The operation took twenty minutes

HOW THE BANDITS DISGUISED THEMSELVES: In a rubber mask of this pattern the robbers entered Brinks Incorporated, carrying through their task with clock-work precision. It is believed the bandits used pass-keys

THE BANDITS LEFT BEHIND NEARLY 1,000,000 DOLLARS, BEING UNABLE TO CARRY IT AWAY, AND A HAT: Head cashier Thomas Lloyd, who with four other employees of Brinks was gagged and bound, and a detective seen together in the vaults where the hold-up took place. The safe in the background contains the money-bags which the bandits were unable to carry away. As it was, their loot amounted to £360,000 in United States notes alone

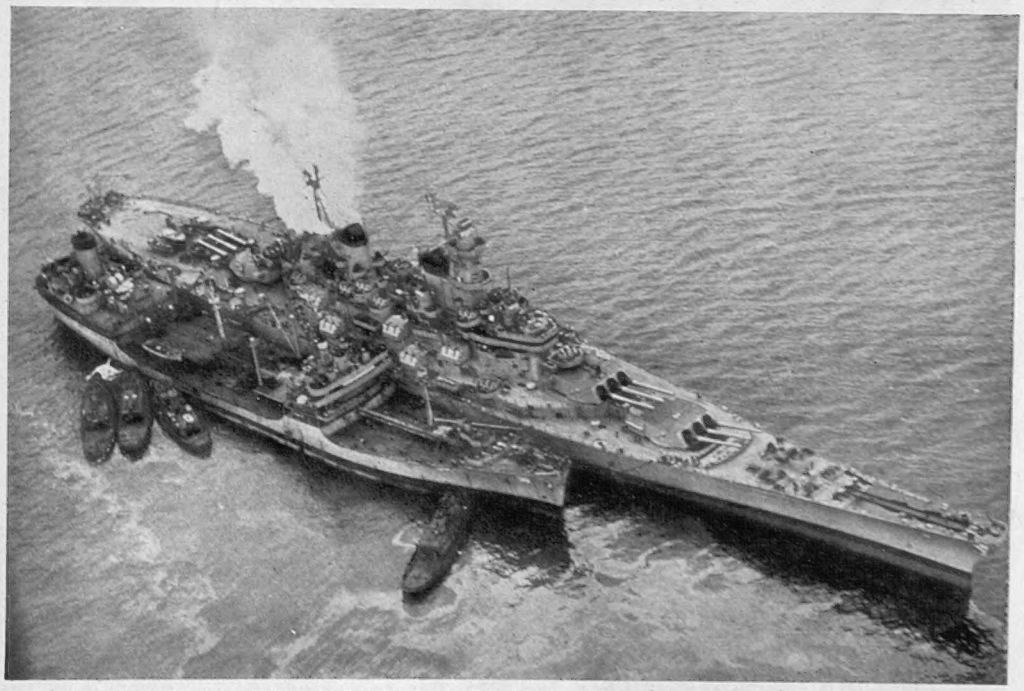
THE START OF A NATION-WIDE HUNT: State police and employees of the Federal Bureau of Investigation invading a roadhouse near Boston as the great man-hunt got under way. The first assault by the police was made on all possible hide-outs within an area of 25 miles of Boston

"MISSOURI" on a MUDBANK

AMERICA'S ONLY ACTIVE BATTLESHIP STUCK FAST

TUGS OF THE UNITED STATES NAVY FUSS ROUND THE 45,000-TON BATTLESHIP "MISSOURI" AS SHE LIES AGROUND ON THIMBLE SHOALS IN HAMPTON ROADS, OFF THE COAST OF VIRGINIA: The *Missouri*, en route to Cuba on a routine training mission, missed the main channel in Chesapeake Bay and stuck fast on the Thimble Shoals at high tide. As tides were getting progressively lower up to January 26, first efforts to refloat *Missouri* were unsuccessful, although at one stage last week-end no fewer than twenty-one tugs were operating round her. Ammunition and fuel had been removed from the vessel, and there was even talk of removing parts of the heavy armament. Last Monday the United States naval authorities in London had no statement to make, and it was assumed that the next main effort was being reserved for January 26. The *Missouri's* waterline has been high and dry, 8 ft. above the surface. Dredgers, manned by members of the United States Army, sucked mud from beneath the hull, but up to last Sunday they had obtained no visible results at all

TUGS CHURN THE WATER WITH A COMBINED EFFORT: Even though twenty-one tugs eventually tackled the task *Missouri* resisted efforts to refloat her for several days on end



A NAVY FUEL VESSEL LIGHTENS THE "MISSOURI'S" LOAD: The tanker came alongside the battleship, aground on the Thimble Shoals, and took off great quantities of fuel. Other vessels came to the *Missouri* and took off her ammunition. Dredgers were set to work round the hull

NEW TAPESTRIES from EDINBURGH

At an Exhibition in St. James's Square

ADMIRING A DESIGN FOR A MODERN TAPESTRY: Lord Robert Crichton Stuart, Lady Jean Bertie and Lord David Stuart, at the exhibition at 4, St. James's Square, London, of tapestries made by the Edinburgh Tapestry Company and of designs for tapestries by contemporary British artists

A COAT OF ARMS FOR HER MAJESTY THE QUEEN: This design for a tapestry is the work of Mr. Stephen Gooden, R.A., and was commissioned by Her Majesty

THE LION AND THE OAK: This tapestry, designed by Sax R. Shaw, measures 5 ft. 8 ins. by 4 ft. 4 ins. The stylistic method clearly has much to commend it

"THE GARDEN OF FOOLS," BY CECIL COLLINS: This somewhat facetious pastiche would seem to be a parody of early European tapestry work, but, as one critic has observed, it lacks the virility of that art. It is one of six large-scale tapestries in the St. James's Square exhibition of works made by the Edinburgh Tapestry Company

Modern tapestry weaving is by no means neglected among contemporary arts, and in France there is indeed a well-established school of weaving. Many who saw the great tapestry exhibition at the Victoria and Albert Museum a year or two ago will remember the contemporary work displayed there, and even if it was put in the shade by the masterpieces from the Gobelins factories and the earlier works from the Loire, it certainly revealed rare virility. In Britain the art also flourishes, as witness the works from the Edinburgh Tapestry Factory, and the designs for tapestry now being exhibited in London. This is a most far-sighted and promising venture. A comparison between designs and finished works can be most illuminating, and the visitor can begin to appreciate the many technical difficulties that stand in the way of translating a bold and colourful design into a bold and colourful fabric.

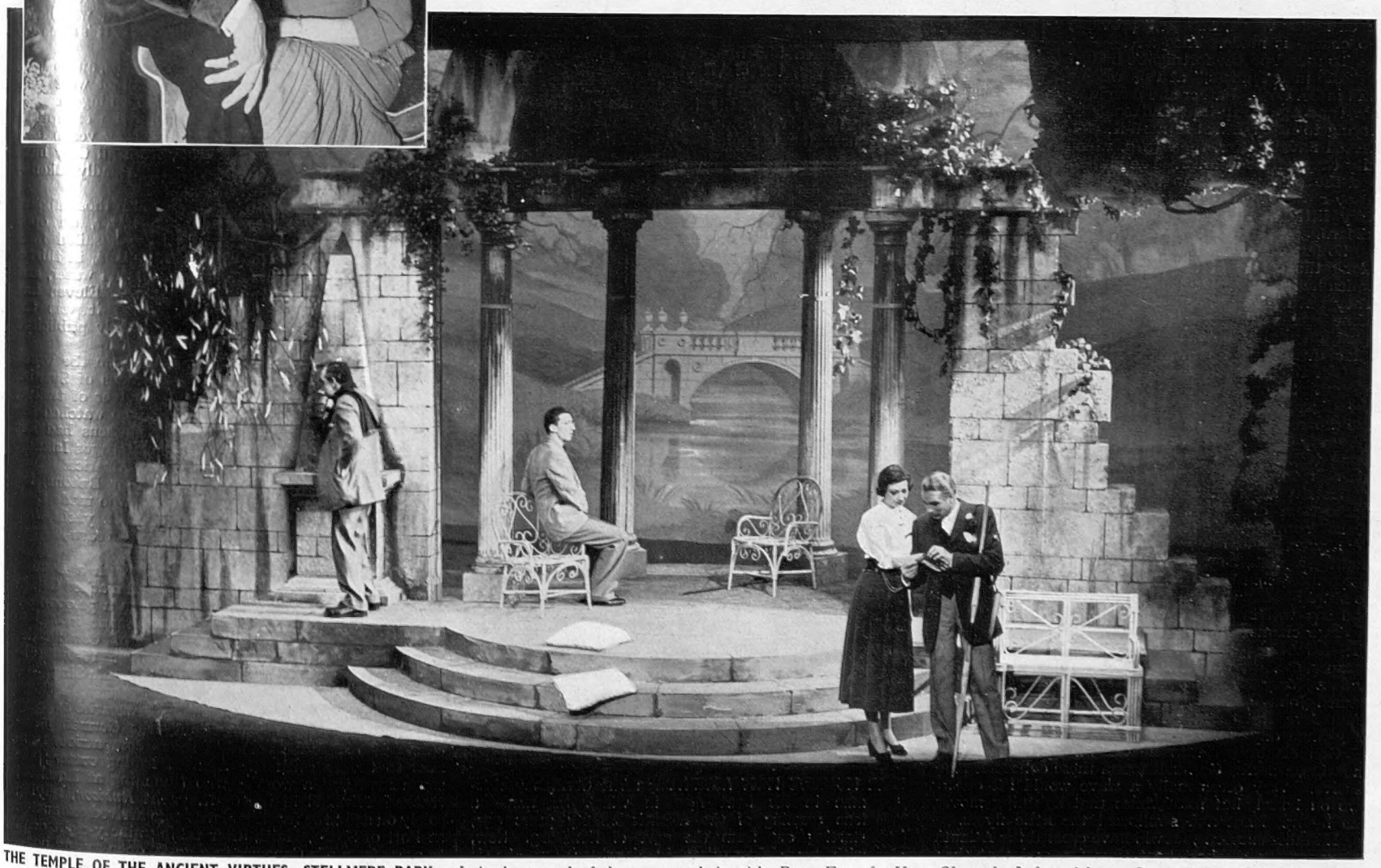
"THE GARDENER," DESIGNED BY STANLEY SPENCER: This is a most effective modern tapestry, but it may bring the comment from some visitors to the exhibition that they prefer the original design to the finished product

"BIRDS," BY GRAHAM SUTHERLAND: This is one of the most successful tapestries in the exhibition, rich in texture and vivid in design. Sutherland is one of two half-abstract artists now working in this medium. The other is Mr. Le Brocquy

THE OBSERVATORY ROOM AT STELLMERE PARK, MANSION OF THE DUKE OF ALTAIR: Roger Furse's set for the first act of Christopher Fry's new play, "Venus Observed," at the St. James's Theatre. Left to right are Brenda de Banzie, Thomas Heathcote, Rachel Kempson, Sir Laurence Olivier, Valerie Taylor, George Relph and Denholm Elliott. *Inset on left* is Sir Laurence Olivier, with twenty-one-year-old Heather Stannard, whom he discovered at the Windsor Repertory Theatre, and who made a big success in her first West End lead. Forty-two-year-old Christopher Fry has achieved the remarkable distinction of having three verse-plays in London at the same time. At the Lyric Theatre, Hammersmith, *The Boy with a Cart*, a play about St. Cuthman, written ten years ago, has been revived; at the Globe Theatre, *Ring Round the Moon*, his adaptation of a play by Jean Anouilh, replaces his *The Lady's Not for Burning*, which ran for eight months; and, at the St. James's, Sir Laurence Olivier starts his artistic direction of that theatre with his production of *Venus Observed*, in which he himself plays the leading part. The new actor-manager and the new poet-dramatist have been rewarded with an enthusiastic reception. *Venus Observed* is a box-office success as well as a *succès d'estime*

"VENUS OBSERVED"

Christopher Fry's New Verse-Play at the St. James's Theatre



THE TEMPLE OF THE ANCIENT VIRTUES, STELLMERE PARK: It is the second of the two sets designed by Roger Furse for *Venus Observed*. Left to right are George Relph, Robert Beaumont, Heather Stannard and Sir Laurence Olivier. Olivier plays the part of a widowed duke who offers his son the choice of his future stepmother from three of his past lovers (played by Valerie Taylor, Brenda de Banzie and Rachel Kempson). The return of the Duke's agent's daughter (Heather Stannard) from America complicates matters, as both the Duke and his son fall in love with her

LILLIPUT ADVENTURE ON THE HIGH SEAS

Braving the Elements in Small Boats

By FERDINAND TUOHY

IF January be any criterion, then the year 1950 should add a variegated chapter to the record of little boats against the ocean. It has been a spasmodically developing story with new turns and twists since about 1947. A Conrad, a Loti, a Jack London, a Farrère, a Stevenson, a Melville, a Kipling, a Masefield, would have liked some of the adventurous voyages to build upon.

Anyone keeping a general log for the year would have made the following entries for the opening fortnight:

Marcel Bardiaux holds a reception aboard the barge of the Touring Club de France, moored by the gilded Alexander III Bridge, in the centre of Paris, prior to sailing away on a lone voyage around the world in his self-built 30-ft. sloop *Four Winds*. The tone is set by the presence of the president of the Compagnie Générale Transatlantique, and champagne is lifted to French seamanship.

Some present may have recalled how Alain Gerbault crept out of Cannes harbour, unhonoured and unsung, in 1923. And what would the lone pioneer of east to west across the Atlantic have said to Bardiaux's 6-h.p. auxiliary engine? Still, Bardiaux is no mere stunter, having already to his credit Paris to Odessa and back by canoe.

Item—The private yacht *Anne Loretta* owned by Mr. Albert Liddemore, of Yorkshire, is looted by Arabs east of Aden, after she had gone aground. Later the owner, his young wife, and the crew of four, are shepherded out of danger. And Mr. Liddemore explains his presence on so inhospitable a shore very simply. He is merely sailing away from restrictions and controls, enjoying himself as a free man. It is evidently worth any casual risk or danger.

Item—The 30-ft. yacht *Magellan*, from Hamburg, arrives at Buenos Aires. Former U-boat commander Lehmann Willenbrück—by report he sank 350,000 tons of Allied shipping in the Atlantic—admits he sailed clandestinely with three other Germans. They called at Las Palmas, the Cape Verde Islands, and Rio, encountering two gales during their 78-day voyage. Its object: to start life anew in the friendly atmosphere of the Argentine.

Item—An alleged juvenile delinquent—name withheld—takes an Arbroath yawl, solo, 130 miles into the North Sea, where he is picked up in a state of somnolent, worn-out seasickness. The boy is offered "a trip round half the world in a streamlined motor vessel, *Saltang*," provided no charge is made. Alas . . .

To round off the fortnight's budget—"the mad Mullers," at this writing still in Co. Cork. Father and daughter, Paul and Aga, sixty-three and eighteen, trying to reach Brazil in a 16-ft. converted naval cutter, the *Berlin*, which city they left in October. The Mullers are the compleat tramp escapees by the high seas. They steer "by God and by guess," have no papers, very little money, and chiefly potatoes and petrol aboard.

So far, they have been "saved" nine or ten times along the coasts of Southern England and Ireland, which has meant being towed in in an exhausted state. They have been accused of begging their way, which alone seems to worry them. The father denies it must inevitably be a suicide voyage; the daughter reluctantly sums up with the words "he needs me."

Can the Mullers be stopped? No, seemingly they cannot. So onwards they intend to go, via Madeira, the Canary and Cape Verde Islands. Muller insists the worst is over—the Channel in winter—and once his story is accepted, of having crossed the Atlantic alone twenty years ago, he is more than entitled to his opinion.

Details are lacking of that voyage, except for a photograph of the 18-ft. sloop *Aga* with a young Muller showing, his claim to have sailed the ocean for a year, also to have burnt the *Aga* off Charleston, South Carolina, as a beacon summoning help. Muller hates to discuss the past, but of the future: "I want to start life anew for myself and my family. My wife and son will follow."

Two claims were made last year, of having sailed the Atlantic alone. An Englishman whose name escapes me, arrived in New York in a 40-ft. ketch, and a forty-seven-year-old New York hotel cook, named John Gau, said he had sailed all the way from his native France in the 30-ft. ketch *Atom*, taking fifty-three days for the voyage.

Gau elaborated that he fed off flying-fish every morning, whereas Gerbault found these delicacies most elusive. Very occasionally a wave would lift one or two on board, but most times that lightning mover, the bonita, leapt and swallowed the little flyers.

If Muller succeeds, he will have crossed the Atlantic in by far the smallest boat thus far, and that there should be two on board will add to his feat, rather than necessarily render it less difficult. It will mean double the food and water, and more petrol, in a tiny compass. And it will not mean that Muller and his daughter will score by one being able to steer while the other sleeps. Gerbault made it quite clear that an expert yachtsman in perfect sea-shape can heave to even in mid-ocean and go to sleep when he wants to.

Read on from *The Fight of the Firecrest*: "I soon got used to sleeping very lightly, and lying in my bunk, with head against the panels, some inches above the water-line, I could appreciate the speed of the boat by the noise of the water against her sides. By the motion of the boat, the proportion of rolling and pitching, I soon could tell at once whether she had changed her course, and jumped on deck to modify the angle of the tiller."

And this: "It had been definitely proved that the *Firecrest* could be easily handled alone, and that if I fell ill she could look after herself—given the proper sails. We were good companions . . ."

JOURNEY'S END FOR THE SMITH BROTHERS: The two brothers, Stanley and Colin, seen as they neared Yarmouth, Isle of Wight, at the end of their great adventure in sailing their 20-ft. home-made yacht 2,500 miles across the Atlantic. Their six-week trip was made additionally hazardous by great gales. On February 11 the Smiths leave for Nova Scotia (by the *Franconia*), and there, in the Annapolis Valley, near the Bay of Fundy, they plan to found their ideal colony

The crossing of the Smith brothers in the *Nova Espero* draws attention to another matter. They crossed from west to east, a far less arduous task than east to west, which is what almost all of them are now doing in a variety of craft—from the tiny *Aga* to the ex-landing-craft *Victory*, into which nearly 400 were crammed.

Gerbault explains the difference: "A boat sailing from New York toward Gibraltar will meet westerly winds most of the way, and will have to cover just a little over 3,000 miles. From Gibraltar to New York one has to sail at least 4,500 miles. . . . Joshua Slocum, in 1895, and Blackbourne, in 1902, crossed the Atlantic single-handed, from west to east, stopping at the Azores. The longest distance covered without landing, was 2,000 miles."

But all that was high adventure for its own sake, whereas to-day the main impulse is one of escape to freedom. Understandably, humans who survive these ordeals are judged to have "guts"—i.e., are likely to make good settlers, so the gates are swung open for them. When the first refugee shipment arrived at Baltimore—that was in 1947—sixty-odd Balts in an auxiliary schooner—an editorial welcomed "the law-breakers" in these words:

"One is perforce reminded of the *Mayflower*, a somewhat larger ship, which took four days less for the crossing from Europe 328 years ago. Not only was the method of travel equally primitive, but there was the same motive to escape from intolerance and persecution, the same hopes set on life in a new land, and a similar uncertainty about the future."

Since then, escape to freedom in craft sailing surreptitiously, has been put on a business footing. I mentioned the *Victory*, which stole away from the Danish coast, was compelled to discard many at Cork, and may or may not now be southward bound for Tangier and points south-west. Undismayed by criticism, men in Scandinavia have built up an organisation outside maritime law to continue the sailings in odd little craft, war hangovers, probably. They say it 's a matter of demand and supply.

For Balts, Poles, Czechs, and others, time presses. They cannot wait their turn for the legitimate sailings, cannot even leave their countries except by subterfuge. Such as they yearn only to get away, *now*, from all they have known and fear. Atlantic gales are risks gladly taken—even aboard patched-up war relics.

So said the *Victory* refugees, and also those aboard the *Sarabrana* before them. The latter, an open schooner with twenty-nine men aboard, sailed from Las Palmas to Georgetown, British Guiana, in thirty-five days. They arrived without food and water, and were given twenty-four hours to leave. Eleven had already left at Cayenne—even though it was the notorious French penal colony erroneously publicised as "Devil's Island"!

The saddest ending until now has been the wreck of the small yacht *Thalassa* on the rocks of Spanish Galicia; the tale told by the sole survivor of twelve, the twelve-year-old Amana Karlsen, who watched her family drown one by one. These Karlsens had left Stavanger to start life anew on the Galapagos Islands, off the Pacific coast of south-central America.

Better luck attended a party of four Britons, led by Leonard Greenwood, of Richmond, who made their first "leg" to British Guiana in a 40-ft. yacht, and must now be far beyond in the course of an earn-as-you-go cruise. This method may catch on.

About the same time, a "duck," with a London party of four, came to grief before it had reached Calais, from Dover, on what was to have been a 32,000-mile voyage. But a new start is to be made in a less fanciful vehicle. News also comes of Commander Robin Kilroy and his *Noah's Ark*, the 16-ton self-made dhow, in which he has started out from Singapore to Devon.

The favourite refugee or escapee crew varies between five and a dozen. One may cite the German naval officer who took his wife and seven compatriots from Kiel to the Argentine in a small fishing cutter; the seven men and a woman who (touching at Rosslare) reached Trinidad in the 65-ft. yacht *Rubicon*, relying solely on sail; the five Spaniards who arrived exhausted at Port of Spain, Haiti, after taking ninety-eight days to cross from the Canaries in a 27-ft. open sailing boat.

These Spaniards collected a full house: thirst, sharks, starvation, sunstroke, the doldrums, amateur accidents, but sailed on to Venezuela notwithstanding.

HERR MULLER'S FIRST ADVENTURE: The German yachtsman in his boat *Aga* in which he made a lone crossing of the Atlantic twenty years ago, starting out from the port of Hamburg. Now, with his eighteen-year-old daughter Aga, he is again braving the perils of the Western Ocean, and has already had to be rescued nine or ten times while still cruising in European waters

THE BRIDE AND THE BRIDEGROOM WALK IN PROCESSION TO THE WEDDING AT BELCŒIL TOWN HALL: *Left*—The bride, PrincessYolande de Ligne, on the arm of her father, Prince Eugene de Ligne, Belgian Ambassador in New Delhi and head of an ancient family which has been established for five centuries at the Chateau de Belœil in the Belgian province of Hainault. *Right*—The bridegroom, Archduke Charles Louis of Habsburg, son of the late Emperor Charles of Austria, arriving with his mother, the ex-Empress Zita. After the civil wedding in the town hall at Belœil the religious ceremony took place in the new chapel of the chateau

THE WEDDING PROCESSION THROUGH THE GROUNDS OF THE CHATEAU DE BELŒIL: When this picture was taken the bridal party was en route to the town hall for the civil ceremony which preceded the solemnisation of the marriage in the chapel of the chateau. Nearly half-a-mile of red carpet was laid from the chateau to the doors of the town hall, and 2,000 townspeople lined the route to cheer the couple on their way. Food and beer were provided free for the townspeople of Belœil

THE BURGOMASTER CONDUCTS THE CIVIL CEREMONY: The bride and bridegroom standing together in Belœil town hall during the marriage

A SON OF AUSTRIA'S LAST EMPEROR WEDS

The Habsburg Marriage in Belgium

Royal weddings are few and far between in these days of diminished royalty, and feudal pomp on such occasions is even more of a rarity. The marriage of the Archduke Charles Louis of Habsburg and the Princess Yolande de Ligne at Belœil was very much in the ancient tradition, however, and with the distribution of victuals to the townspeople after the ceremony, the occasion was given an almost medieval flavour. The bridegroom, Archduke Louis of Habsburg, is a brother of Archduke Otto, Pretender to the Austrian throne, who was present at the wedding. They are the sons of ex-Empress Zita and the late Emperor Charles, last ruler of the ramshackle Austro-Hungarian Empire. The Emperor Charles, who was a grand-nephew of the celebrated Francis Joseph, became heir to the Austro-Hungarian monarchy with the murder of his uncle Franz Ferdinand at Serajevo. On the death of Francis Joseph in 1916 Charles succeeded, and although endeavouring to restore order and conclude peace with the Allies, he failed. He abdicated both thrones in 1918. Charles twice attempted to regain the Hungarian throne in 1921, and died in 1922. His wife, ex-Empress Zita, was born a Princess of Bourbon-Parma. The bride at last week's wedding, Princess Yolande de Ligne, comes of one of the most ancient families of Hainault. The honeymoon is being spent at Palm Beach, Florida.

THE WEDDING GROUP AFTER THE RELIGIOUS SOLEMNISATION BY CARDINAL VAN ROEY, PRIMATE OF BELGIUM: The religious ceremony took place in a newly-built private chapel, the old chapel of the De Ligne family being too small to accommodate the 100 official guests at the wedding. Left to right—Prince Henry of Liechtenstein, Princess Henry of Liechtenstein, Archduchess Adelaide of Habsburg, Archduchess Charlotte of Habsburg, Archduke Otto of Hapsburg, the bride and bridegroom, Archduke Robert of Habsburg, the ex-Empress Zita, Prince Antony of Ligne, the Princess of Ligne (the mother of the bride), Archduke Felix of Habsburg, and Prince Eugene of Ligne (the father of the bride)

A SUPER CENTRAL HEATER—THE NEW HEATER TOWER IN PIMLICO WHICH DRAWS ITS SUPPLIES FROM BATTERSEA POWER STATION: Westminster City Council has adopted a coal-saving scheme practised on the Continent and in America, and it is sponsoring the erection of this huge central heater storage tank. Waste steam from Battersea Power Station, on the opposite side of the River Thames, will pass at 200 deg. Fahr. through a coil over which water is passed. The steam-heated water will then be carried under the river, through a Metropolitan Water Board tunnel, to be stored in the tank for use in the radiators and hot-water taps of the blocks of flats now being erected at Pimlico. The chimneys of Battersea Power Station are seen in the background of this picture. The volumes of smoke which pour skywards from them are cleansed before release

HOT WATER LAID ON

Westminster's New Coal-saving Scheme

COVENTRY'S NEW WATER SUPPLY

LAYING THE NEW WATER-PIPELINE FROM THE RIVER SEVERN, NEAR TEWKESBURY, TO THE CITY OF COVENTRY: The 28-in. pipes are seen being laid in the market-garden area near Fladbury, Worcestershire. When the system is in operation the water will be pumped to the top of Bredon Hill, and will flow thence to Coventry by gravity. *On left*—This worker, known as a steel-pipe jointer, has to crawl the full length of each completed section to see that the joints are well and truly made. In the course of a day he gets wet through, as the trench is seldom free from water, despite the constant action of the pumps

THE "QUEEN ELIZABETH" HIGH AND DRY

The Great Liner Undergoes Her Annual Overhaul

THE "QUEEN ELIZABETH" IN SPLINTS: The 83,000-ton vessel high and dry in the King George V Dock, Southampton, where 1,500 men are engaged in the vessel's annual overhaul in preparation for the busy traffic on the Western Ocean, which reaches its peak with the American tourist invasion in early summer. In November last the *Queen Mary* was the first of the nine ships of the Cunard White Star fleet to enter the Southampton dry dock for her overhaul, and since then the repair programme has gone ahead according to schedule. Getting the *Queen Elizabeth* into dry dock proved an unusually tricky business, as a high wind was blowing at the time, and the pressure of that wind against the massive hull caused difficulties at the entrance to the dock. However, despite some anxious moments, all was well in the end, and during the last few weeks an army of workmen has been engaged in performing every form of repair job

WHEN THE WHISTLE BLOWS: The army of workmen engaged in the annual overhaul of the Cunard White Star liner *Queen Elizabeth* walking across the gangway to the quayside at the King George V dock

WORK IN PROGRESS BENEATH THE MASSIVE HULL OF THE "QUEEN ELIZABETH" IN THE KING GEORGE V DOCK AT SOUTHAMPTON: *Left*—One of the port propellers suspended by rope and tackle after removal from the shafting. The men are laying down wooden baulks on which the propeller will rest while being examined and polished. *Right*—Men engaged in hauling on the massive anchor cable. Every link in the 900-ft. cable is examined during the *Queen Elizabeth's* overhaul

PRESIDENT TRUMAN AND HIS CABINET ENTER UPON ANOTHER YEAR OF OFFICE: This picture has a special significance because the President is said to have let it be known among his colleagues on the executive, here seen grouped around him, that he is not anxious for any of them to seek Congressional appointments during the 1950 elections unless they feel specially impelled to do so. This would clearly indicate that the President wishes to keep his team together with a view to his running for the Presidency again in 1952 and forming a new Democratic administration. Reading from left to right round the table are: Mr. Chapman (Interior), Mr. Sawyer (Commerce), Mr. Alben Barkley (Vice-President), Mr. Tobin (Labour), Mr. C. Brannon (Agriculture), Mr. Donaldson (Postmaster), Mr. Louis Johnson (Defence), Mr. Dean Acheson (Secretary of State), Mr. Truman, Mr. Snyder (Treasury) and Mr. J. MacGrath (Attorney-General)

A FOREIGN SURVEY

WORLD NEWS IN PICTURES

A BLIZZARD SWEEPS THE AMERICAN NORTH-WEST: Snow turning to slush in the streets of Portland, Oregon, at the height of the great snowstorm when gales raged at 50, 60 and 70 m.p.h. and seven people in the area lost their lives. When the snow stopped, a sub-zero cold wave from the Arctic swept across the North-West and deep snowdrifts in the countryside were turned into banks of ice. At the same time storms swept Canada and the United States from west to east and north to south. There was extensive flooding in the Middle West, while there were great windstorms in up-state New York

SEEKING NEW ALIGNMENTS FOR THE NEW SYRIA: Colonel Shishekely, who s the recent coup d'état in Damascus against General Sami Hennawi, i (centre) in Cairo, where he arrived with military colleagues for talk the Egyptian leaders. The talks were said to be of a non-political nature. Shishekely said that he hoped to go on to Saudi-Arabia for further talks. The Co at the time of writing, Commander-in-Chief of the Syrian Army, but how lon remain in the saddle with so many contending militarists around him is doubtfu

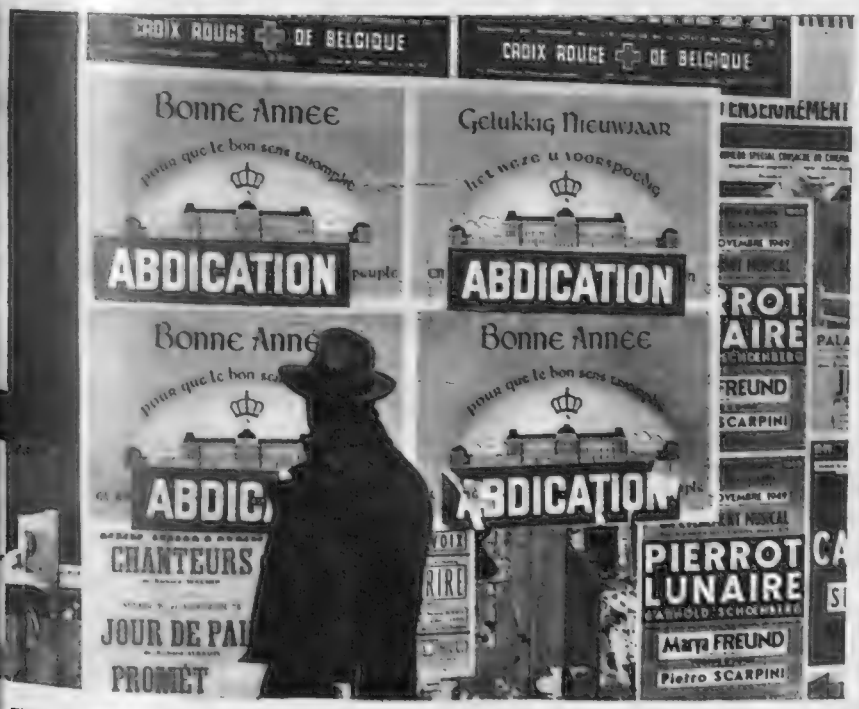
THE EMPEROR OF ETHIOPIA INSPECTS HIS AIRPORT: Haile Selassie visit panied by the Swedish head of Ethiopia's Air Force, Count von Rosen, as he the flying field outside Addis Ababa. Count von Rosen flew for the Emperor the Italian War. In centre (wearing glasses) is the Duke of Harar, the Emperor

PRESENTING BRITISH ART TO THE PEOPLE OF STOCKHOLM : Mrs. Lilian Somerville kneeling beside a Stubbs masterpiece which is included in the Exhibition of British Art at the National Museum in Stockholm. The exhibition, the first of its kind in Sweden, covers the years 1730-1850, and has been organised with the help of the British Council. Mrs. Somerville went over to Sweden to supervise the hanging of the pictures. The British Chargé d'Affaires attended the official opening conducted by Mr. Wettergren, a Swedish Minister

THANKS TO AMERICA FROM THE YOUTH OF ATHENS : Boys lining up to receive loaves made from a consignment of flour imported into Greece from the United States and representing the 1,000,000th ton of Marshall Aid goods received by the Greeks since the plan came into force. The cargo of flour was given a great welcome at the Piraeus and paraded through the streets before the ceremonial baking

E CALLS IT THE WORLD'S SMALLEST PLANE : Bill Starr standing with arms outstretched in the cockpit of is miniature machine at the all-American air manœuvres in Miami. The machine has a 9-ft. wing span

THE SAVIGNY MURDER CASE : Madame Amelie Rabilloud being assisted up the stairs by her lawyer en route to court after she had confessed to the murder of her husband at Savigny-sur-Orge, near Paris. Madame Rabilloud told her lawyer that she had killed her husband after a quarrel as to whether they should have turkey or chicken for Christmas dinner, and had cut his body up into more than 200 separate pieces, distributing them widely. The head of M. Rabilloud was found in the centre of a field



VILL THIS BE THE YEAR IN WHICH GOOD SENSE WILL TRIUMPH, ASK THE ROYALISTS OF BELGIUM : Here are some of their posters proclaiming the "Bonne Année" in which the King will come again into the midst of his people. The key words of the pro-Royalist posters have been cancelled out by anti-Royalists, who have pasted over them the single word "abdication" in large white letters on a black background. At the time of writing the referendum battle is still being fought out in the Belgian Parliament, and there would appear to be much hesitancy on all sides

BRITAIN'S ATTORNEY-GENERAL IN PARIS : Sir Hartley Shawcross (right) is received by M. Vincent Auriol (left), the French President, at the Conference of the Order of Attorneys held at the Palais de Justice in Paris. The French Minister of Justice, M. Rene Meyer, is seen (second from left), and standing next to Sir Hartley Shawcross is M. Andre Toulouse, leading French attorney

SUBMARINE SALVAGE and SUBMARINE RESCUE

From the Thetis Disaster of 1939 to the Sinking of Truculent in 1950

The submarine, which has never proved a decisive factor in any war, although in two world wars it sank so much Allied shipping that it brought Britain to the verge of defeat, has a record of tragedy both in war and peace that extends right through the present century.

For some three centuries submarines have been the subject of experiments, the Dutchman Cornelius Drebbel, in the reign of James I, having been given the credit of pioneer in this unhappy field. The first submarine to go into action was devised by David Bushnell, a Yale graduate, who in 1776 attempted unsuccessfully to destroy ships of the British Fleet off the New England coast by this means. A quarter of a century later another American, Robert Fulton, produced a submarine which he suggested to Napoleon should be used as a secret weapon against Nelson's fleet. Napoleon eventually rejected this bold plan.

It was near the end of the nineteenth century that the Swedish engineer Nordenfeldt constructed his six submarines which were the real forerunners of the modern under-water warships, and in 1902 Britain entered the field, building at Barrow-in-Furness submarines of American design. Their construction was supervised by Captain (afterwards Sir Reginald) Bacon, who himself put forward the idea of the periscope as a vital submarine fitment.

Since 1910, both in peace and war, submarine losses have been constant and heavy. The Germans, indeed, lost 778 of these craft in the Second World War out of a total of 1,155 completed.

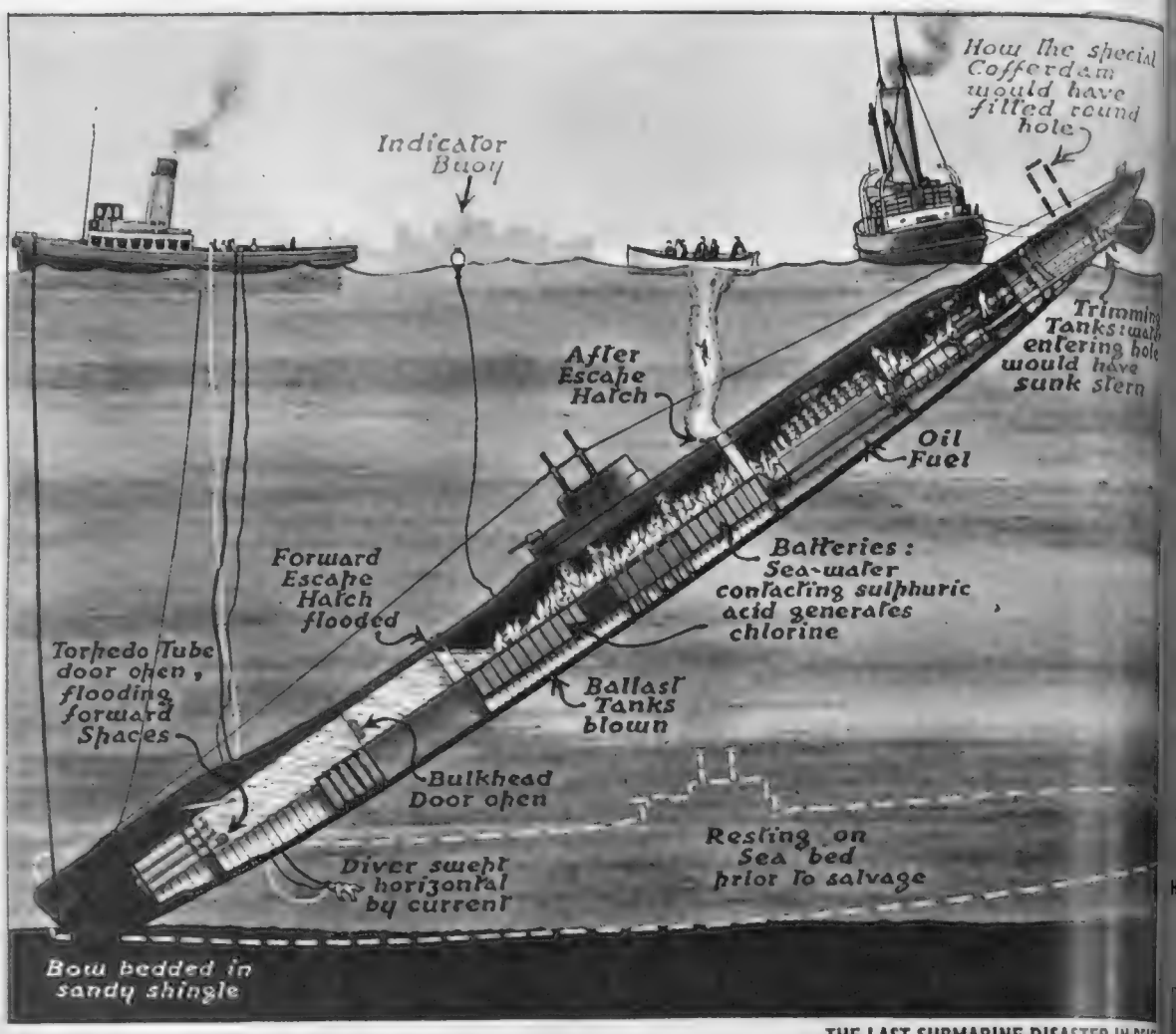
Just before the Second World War there was a long series of naval disasters which culminated in June 1939 in the loss of the *Thetis* in Liverpool Bay and the loss of the *Squalus* in United States waters. These twin disasters led Britain and America to concentrate more than ever upon the problems of under-water rescue. When the *Squalus* went down off the coast of New Hampshire the Americans used a 9-ton diving-bell to rescue thirty-three out of the sixty-four members of the crew, and indeed so successful was this experiment that they have since adhered strongly in principle to this particular technique of saving lives. With each succeeding year new types of diving-bell have been brought out, and the speed with which this equipment can be lowered from a salvage vessel and attached to the hatchways of a submarine lying on the bed of the ocean testifies to its efficiency. All American rescue vessels have these diving-bells.

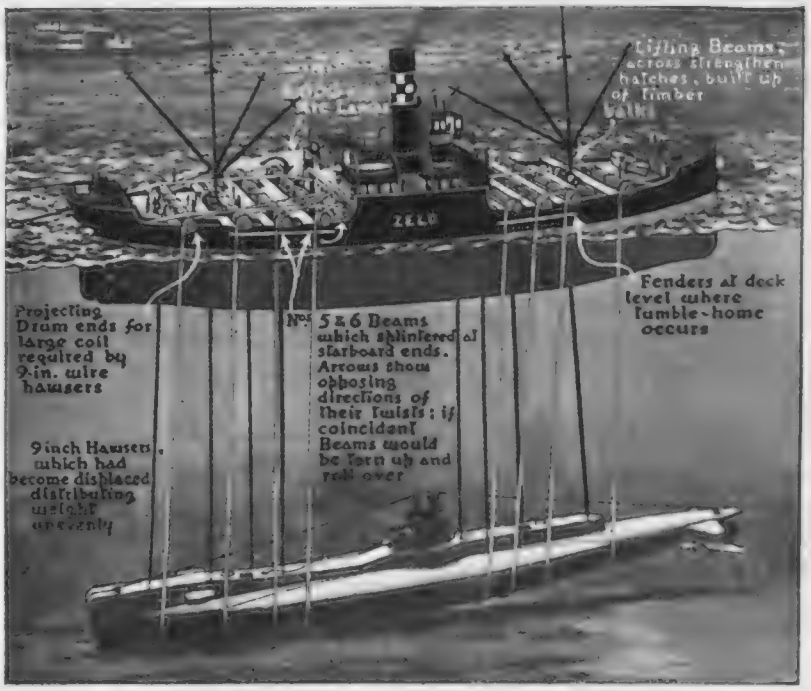
Britain, deeply shocked by the *Thetis* tragedy, in which all but four of the complement of 103 lost their lives, has concentrated in a rather different way on submarine rescue. Some time ago it was realised that H.M.S. *Tedworth*, the only naval ship used for the training of deep-sea divers and for general deep-sea experimental work, was both over age and suffered from lack of range. This has led to the building of the submarine rescue-ship *Reclaim* which, if the *Truculent* had sunk in deep water, would no doubt have been rushed from Portsmouth to help deal with the catastrophe. As things turned out the equipment at Chatham was considered adequate for diving at 9 fathoms.

The Royal Navy has for long placed its faith in the Davis escape apparatus as a means of saving life in submarines, and after the sinking of the *Truculent* this indeed proved itself as a means of escape. There was criticism in the Press, however, that the marker-buoy thrown up by the *Truculent* was not illuminated. If it had been lit up it is safe to say that the converging circle of rescue craft would have spotted the scene of disaster long before 5 a.m., and some members of the crew who were carried away in the darkness by the tide-race might almost certainly have been saved. After divers and frog-men had descended to the *Truculent* at low water, when she was covered by less than 50 ft. of water, they reported that no one could be alive on board and the Royal Navy then turned from rescue operations to the preliminaries of salvage. A senior official of the Admiralty Salvage Department left Sheerness on January 16 to take charge of the salvage of the *Truculent*, and towards the end of last week he held a conference with other experts to discuss the best method of raising the submarine. It has already been decided that the operation shall be a tide lift, as it was in the case of the *Thetis* in 1939. Tides and power, said this official, would be used to raise *Truculent* from the bottom of the Thames Estuary. She would then be brought in by stages to shallower water until she broke surface.

In the diagrammatic drawings on these pages two methods of raising sunken submarines are depicted. It will be seen how the *Zelo* completed her mission of salvaging *Thetis*, but not before she had been checked twice by broken lifting drums.

The *Thetis* survived to play an heroic part in the Second World War, when, re-named the *Thunderbolt*, she wrought havoc in the Mediterranean.

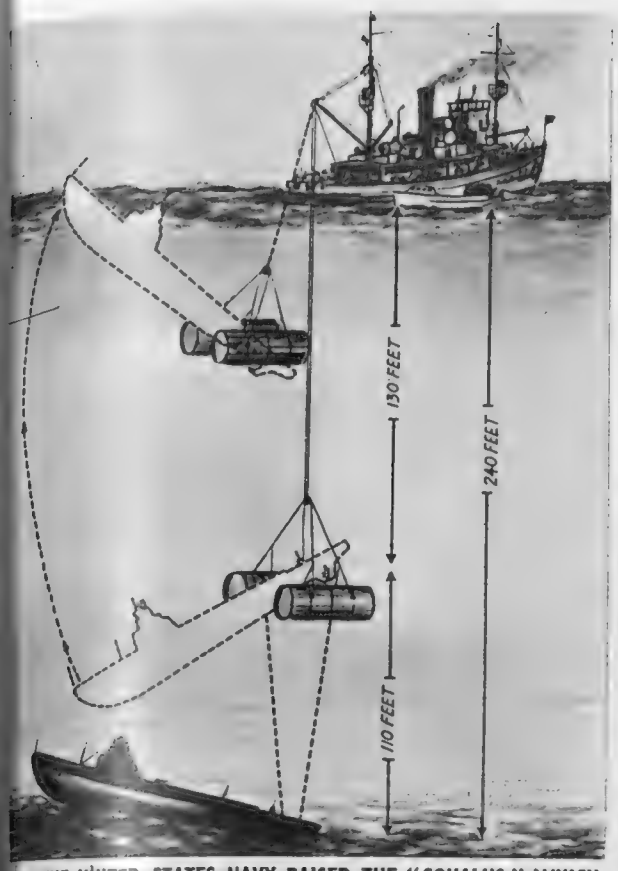




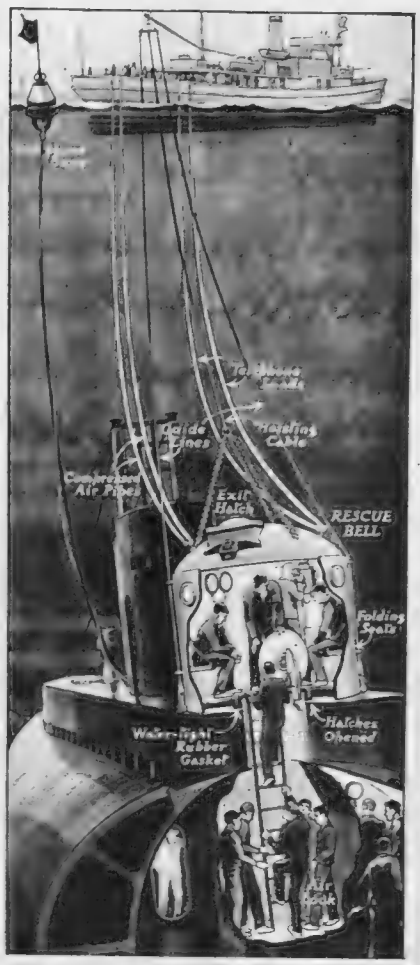
THE LAST SUBMARINE DISASTER IN PEACE TIME ON A SCALE COMPARABLE TO THE "TRUCULENT" DISASTER: This sketch-map shows the first position of the British submarine *Thetis* after she sank in Liverpool Bay in June 1939. The catastrophe occurred when the submarine flooded her two forward compartments through having a torpedo-tube door open. She came to rest with her bows in the sandy shingle and with her stern jutting from the water. The forward escape-hatch was flooded. Ninety-nine men lost their lives.

***On left*—HOW THE "THETIS," AT THE THIRD ATTEMPT, WAS SALVAGED FROM THE DEPTHS OF LIVERPOOL BAY, AND THUS SAVED FOR HER WARTIME CAREER AS H.M.S. "THUNDERBOLT":** The *Zelo* with the *Thetis* cradled in hawsers beneath her, lifted the submarine from the seabed and brought her to the Welsh coast by stages, and with the help of successive tides. Great timber lifting drums were laid across the strengthened hatches of the *Zelo*, and these, projecting over the port and starboard sides, were used in order to hold the 9-in. hawsers. If the strain on the sixteen cylinder ends of the cylinders had been equal, the effort to raise the submarine would probably have been successful at the first attempt.

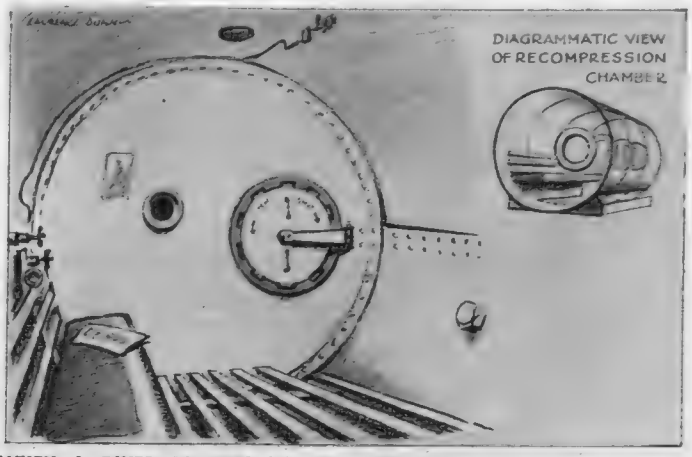
HOW THE DAVIS ESCAPE APPARATUS WORKS—THE EQUIPMENT WHICH ENABLED MANY OF THE CREW OF THE "TRUCULENT" TO MAKE THEIR GETAWAY, ONLY TO RESULT IN DISASTER WHEN THE MEN WERE DROWNED IN THE TIDE-RACE IN THE DARKNESS: This diagrammatic drawing shows the operation of the special equipment which is provided on all British submarines. The type depicted here antedates the present equipment, but the principle is the same. When a man enters the escape lock he has to undergo quite an ordeal, for it takes more than ordinary nerve to stand the strain of the steadily-mounting water, which he must allow to rise above his head before he finally equalises the pressure, opens the hatch, and shoots upwards



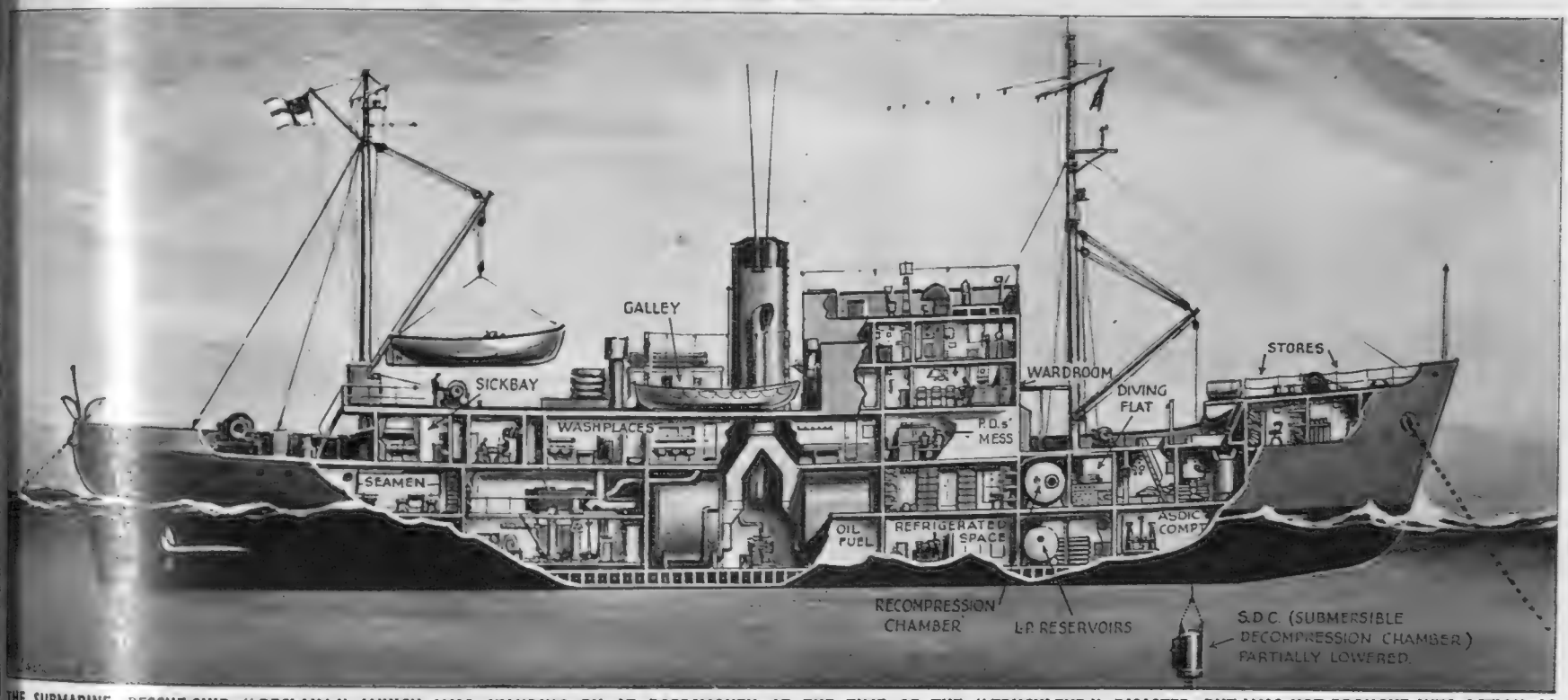
HOW THE UNITED STATES NAVY RAISED THE "SQUALUS" WHICH WAS LOST IN 1939 OFF NEW HAMPSHIRE, A WEEK BEFORE THE "THETIS" SANK IN LIVERPOOL BAY: Pontoons were attached to the flooded stern and compressed air was pumped into the bows



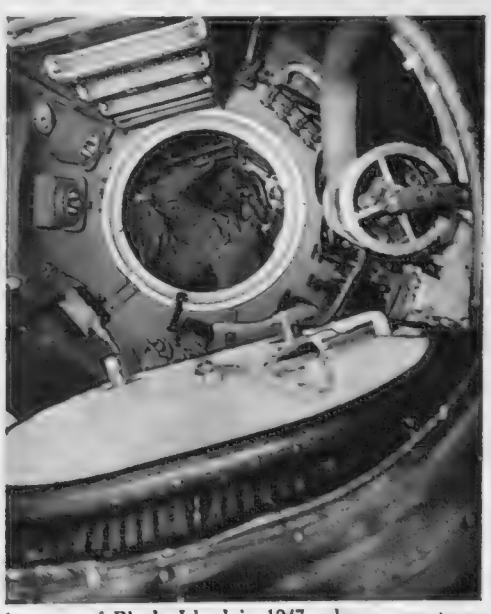
***On left*—ONE OF THE MOST DRAMATIC RESCUES IN THE CHEQUERED HISTORY OF THE SUBMARINE: This diagrammatic drawing shows the diving-bell which brought to the surface off the coast of New Hampshire the thirty-three officers and men of the crew of sixty-six of the submarine *Squalus* who were entombed beneath the sea.** The diving-bell, weighing 9 tons, and designed to fit over the exit hatches of a submarine, was lowered to the *Squalus* four times, and on each occasion a diver was on hand to secure the junction of the two components. When this had been done, the lower hatch of the bell and the submarine hatch were opened, eight or nine men being crowded into the small chamber. After being hoisted to the surface, the pressure in the bell had to be decreased slowly before the occupants could leave in safety. The diving-bell made four trips, and as a result of the success of this system the U.S. Navy adopted this form of rescue officially, carrying out further research with regard to diving-bell technique



WHEN A DIVER RETURNS TO THE SURFACE: In this recompression chamber of H.M.S. *Reclaim*, Britain's latest submarine rescue-ship, a diver who has returned to the surface can spend the last few hours under pressure in conditions of comparative comfort. Painted cream, with a red leather-covered seat, the compartment has quite a cheerful air. As seen in the inset diagrammatic view (on right of drawing), there is a centre compartment which is flanked on each side by an air-lock. If required, all three sections can be used simultaneously



THE SUBMARINE RESCUE-SHIP "RECLAIM," WHICH WAS STANDING BY AT PORTSMOUTH AT THE TIME OF THE "TRUCULENT" DISASTER, BUT WAS NOT BROUGHT INTO ACTION AS DEEP-SEA DIVING OPERATIONS WERE NOT NECESSARY, THE SUBMARINE BEING IN NINE FATHOMS OF WATER: H.M.S. *Reclaim*, which was commissioned on June 1, 1948, was built on the Clyde by William Symons and Company, of Renfrew. All diving apparatus is situated forrard. In 1948, in the waters of Loch Fyne, *Reclaim* achieved a diving record of 535 ft., beating the American record of 440 ft. The object of these efforts has been to perfect a diving suit, and also a technique which rescuers can work comfortably at a submarine's crash-dive depth



AMERICA MAINTAINS HER FAITH IN THE DIVING-BELL: These pictures were taken off the coast of Rhode Island in 1947, when a new type of bell was tried out by the rescue-vessel *Petrel*. *Left*—The diver about to go down to supervise the attachment of the bell to a submarine resting beneath the surface. *Centre*—The bell being lowered into the water from the deck of the *Petrel*. *Right*—Rear-Admiral James Fife, looking down into a submarine from the lower hatchway of the diving-bell in which he had made a test descent

COMPLETING THE ROUND TRIP; THE ADMIRAL COMES TO THE SURFACE: Rear-Admiral James Fife, Commander of the Submarine Flotilla, Atlantic Fleet, the United States Navy, emerging from a diving-bell after paying a trip to a submarine simulating a sunken condition during test salvage operations off the coast of Rhode Island. Ever since the *Squalus* disaster, when thirty-three officers and men were rescued by diving-bell, United States Naval authorities have maintained their faith in this kind of equipment. The United States Fleet have at least ten submarine rescue-vessels

BLOWING UP THEIR OWN QUARTERS!—ONE OF THE LATEST DEVELOPMENTS FOR U.S. SERVICEMEN: *On left*—A compact package being drawn by two soldiers later becomes, *on right*, their temporary home while on operations, particularly in Arctic areas. The hut can be inflated by hand-pump in three minutes. It has walls of cotton coated with rubber-like Neoprene and when inflated for occupation stands 4 ft. high. The hut is 9 ft. long and 7 ft. wide. This temporary accommodation which, when fully inflated, has two sections, can, it is claimed, withstand 500 lb. of snow or ice, and winds up to 100 m.p.h. Punctures, though, are not discussed

AMERICA SHOWS HER LATEST SCIENTIFIC DEVELOPMENTS On Land, in the Air, and Under the Sea

CLAIMED BY AN AMERICAN TO AID SUBMARINE RESCUE: This two-man submarine has been designed by Mr. Harry Hamlin, of Cortland, New York, to facilitate rescue of crews trapped in sunken submarines and for underwater scientific research. *At top*—The submarine in dry-dock at Marathon, Florida. *Below*—Mr. Hamlin standing in the hatch of his invention. The tiny vessel withstands pressure at depths to 1,000 ft., and is mounted on caterpillar tracks which enable the submarine to crawl about the sea-floor; climb on to beaches or mount the ramps of landing-craft. With one man aboard the vessel can stay down for 64 hours; with two men aboard for 32 hours

ALL DONE BY PRESSURE OF ATMOSPHERE: This prefabricated concrete roof, weighing over 17 tons, is actually being lifted by the pressure of the atmosphere at Norfolk, Virginia. Harnessing the pressure of the air we breathe to lift huge concrete slabs is a new development of the Vacuum Concrete, Inc., of Philadelphia, and an invention of the Company's president, Karl P. Billner. In the operation, pictured above, the lifter has attached itself like an octopus to create a vacuum over a large surface of the roof being placed in position on one of the structures of a low-cost housing project. The lifter, which creates a vacuum, is attached in turn to a crane which guides the roof into position. The use of the new device in concrete construction eliminates the need of bolts or special reinforcements in moving concrete slabs, columns, bridge decks and other structural objects

THEY CALL IT THE NEW "SKYHOOK": A new type of plastic balloon to aid Navy aeronautical and weather-forecasting men was launched recently at Lambert Field, in St. Louis. It is here seen being made ready for launching. Made of polyethylene film only 0·001-in. thick, the new balloon can carry small radio transmitters and scientific instruments to probe the secrets of the air as high as 100,000 ft., or nearly 19 miles. The big plastic bag, 102 ft. long and 72·8 ft. in diameter, is inflated with gas to only 1·3 per cent. of capacity. As it rises, the gas expands, finally filling the balloon until it bursts in the rare stratosphere air. A small parachute releases itself automatically before the explosion occurs, and safely carries the recording instruments back to earth

THE FIRST POWER FROM LOCH SLOY

The First of the Great Scottish Hydro-Electric Schemes Comes into Operation

Of the North of Scotland Hydro-Electric Board's many projects that on the most heroic scale is its first, the Loch Sloy development, now in partial operation. On paper the details are simple. A dam, 1,160 ft. in length, has been built with a maximum height of 165 ft.; a system of open and closed cold-water aqueducts has been devised in order to feed additional water into the reservoir created by the dam; a tunnel 2 miles long and 16 ft. in diameter has been driven through Ben Vorlich, and has been concrete lined to carry the water to the pipes leading to the power station; and, finally, a power station, with a capacity of 120,000,000 units, has risen beside Loch Lomond. The task, however, has been truly formidable, for the harnessing of this power in the glens could not be started until 16 miles of road had been built through rugged country, blasted through rock and carried over gullies. Camps for workers had to be established, and, finally, an elaborate system devised to bring cement aggregate to the site of the vast dam. All this has been achieved with commendable speed, and with the starting of the turbines at Inveruglas a new era opens up for south-west Scotland, both the rural areas and the industrial lowlands.

THE VAST CONCRETE BARRAGE BUILT TO HOLD BACK THE WATERS OF LOCH SLOY: 550,000 tons of concrete have been poured into this mighty wall at the eastern end of Loch Sloy. The dam forms a reservoir, which, when full, will hold back 1,200,000,000 tons of water, which will be conveyed to the power station beside Loch Lomond at the rate of 220,000 tons per hour. Already the scheme is in partial operation, and power for this area of south-west Scotland is being generated at the Inveruglas station

THEY ARE FITTING LIGHTS IN THE TOWN OF LUSS, ON THE WEST SHORE OF LOCH LOMOND: An electrician and his assistant at work in a general store which is receiving the benefits of the new power resulting from the harnessing of Loch Sloy

THE 7-FT. PIPES WHICH CARRY THE WATER TO THE TURBINES AT INVERUGLAS POWER STATION: The pipes bring the water from Loch Sloy, through a tunnel in Ben Vorlich and down the mountainside to the new generating station

GIANT INSULATORS ARE FITTED INTO POSITION: On these overhead wires power from Inveruglas is carried over the mountains for distribution in the south-west

LOOKING DOWN ON THE "BONNIE BANKS": This view from Ben Vorlich shows the pipe-lines stretching down the mountainside to the generating station, where they deliver the water to the turbines

c

DOWN THE CRESTA

AND THE BOBSLEIGH RUN AT ST. MORITZ

Skeleton Riders and Bobsleigh Riders Show their Sk... as they Tune Up for the Big Contests

EXPERT ADVICE FOR A TYRO OF THE TRACK : Bernard Hors... seasoned rider down the Cresta Run, showing Captain ... Barker Wyatt, of the 9th Airborne Squadron, Royal Engi... how to lay on and grip the skeleton in which he was ... to make a trial run down the Cresta Run at St. ...

At Garmisch-Partenkirchen they have had to bring snow to the interna... ski-jump in order to make this year's contests possible, but at St. ... capital of Winter Sport, perfect weather conditions prevail, and the ... Cresta Run and the bobsleigh run are in excellent shape for record bre... The turns at Sunny Corner and Horseshoe Corner offer surfaces like pa... glass, and on Sunny Corner the riders have been racing right up to the ... the vertical wall. At St. Moritz this year British visitors are in a mi... for obvious reasons, but members of the old guard of Cresta experts are ... in force, led by Lord Brabazon of Tara (who will be sixty-six next m... Within a short while of his arrival Lord Brabazon was out and down th... starting from the "Junction." The Cresta is not open from the top this ... owing to the heavy expense of building it. The old-time Cresta racers, ... Lawrence and Colonel K. E. Coates, are also there, while new aspir... Cresta fame, mostly from the Services, have been making good practice ...

A BRILLIANT SWEDISH PAIR AT THE START OF A TEST RUN : Rolf Odenrick, President of the Swedish Bobsleigh Club of Stockholm, and his brakesman, Carlquist, about to take off down the bobsleigh course at St. Moritz. This year they have been planning a determined attack on the 1950 bobsleigh title

TAKING THE FAMOUS BEND AT SUNNY CORNER : A boblet pair hurtling down the course at St. Moritz. On Sunny Corner the bobs have on some days been racing right up to the lip of the vertical wall, achieving high speeds

A SMOOTH PIECE OF WORK ON SUNNY CORNER : A boblet team rounding the bend high up on the near vertical wall. As they take these bends both the driv... in cutting split seconds off the time. It is all a matter of balance ...

SAFE AND SOUND AFTER ROUNDING HORSESHOE CORNER : A bobiet pair after negotiating one of the most difficult bends on the celebrated St. Moritz track

TAKING "THE WALL OF DEATH" AT ST. MORITZ : Two exponents of the art show their paces at Horseshoe Corner on the bobsleigh run. The bobs travel at 60 m.p.h. or more, and the skeletons on the Cresta achieve 80 m.p.h. on the bends. On the closing stages of the Cresta and the bobsleigh runs the tracks run parallel to each other

speed and in graceful style, but not particularly colleague, the brakesman, can play a vital part reat understanding developed between partners

THIS IS THE START OF THE CRESTA RUN : Here competitors pass through the gate, breaking the cord which starts the electric timing apparatus. Novices push off when firmly lying on the skeleton in the approved position. The expert usually takes a four- or five-pace run, throwing himself on the machine as he heads for the first bend

CHURCH RESTORATION

Rebuilding Chelsea Old Church; Repairing St. Botolph's; Restoring a Medieval Palace of the Archbishops of Canterbury

Out of the rubble of Chelsea Old Church, a chapel, a vestry, and now a third building have arisen. A start was made in rebuilding the vestry two years ago, and lorry-loads of old bricks were brought up from Kent, where a farmhouse was being demolished. Twisted metal window-frames were dug up from the ruins of the church, and were reconditioned by the local ironmonger. In the More Chapel, which is being extended, are two capitals on the 14th-century entrance arch believed to have been carved from designs by Holbein. They are undamaged, although, three yards away, practically nothing remained of the main building. The tomb of Sir Robert Stanley has been rebuilt, and standing close to it is the Ashburnham bell, presented by the Hon. William Ashburnham in 1679. There is a legend that, returning from Lambeth by river, he got lost in the fog. The church clock struck nine just as he was in danger of being driven on a shoal. In gratitude he presented the bell and a sum of money to pay for it to be rung every night at 9 o'clock from Michaelmas to Lady Day.

CHELSEA OLD CHURCH TAKES NEW SHAPE: The famous church on the Embankment, the chancel of which dated back to the thirteenth century, is being rebuilt. Hit by a landmine in 1941, it was demolished, but services continued to be taken in a temporary hut. It is hoped that the enlarged chapel will be completed by Easter. It will accommodate over 100 people

RESTORING THE MORE CHAPEL IN CHELSEA OLD CHURCH: The Chapel was rebuilt by Sir Thomas More in 1528. It was private property until bought and secured to the church in 1874. In the centre stands the tomb of Sir Robert Stanley (1632); and, on the right, that of the Duchess of Northumberland (1555-6). In 1832, this tomb was broken up to provide more sittings, so that the owner could make more money by letting them

OTFORD PALACE TO BE RESTORED: One of the most historic buildings in Kent is Otford Palace, near Sevenoaks, a favourite residence of medieval Archbishops of Canterbury, which passed to Henry VIII in 1537. For 300 years it has been in ruins, but extensive foundations are still traceable and further restoration is to be carried out. The ruins of the Palace, which is scheduled as an ancient monument, were repaired by public subscription in 1936. Four acres, surrounding the ruins, are now owned by Sevenoaks R.D.C., and are scheduled as an open space for the growing population

REPAIRING THE SPIRE OF ST. BOTOLPH'S CHURCH IN BISHOPSGATE: *Left*—**Masons at work on the stonework of the spire.** *Centre*—**Repairing the split.** *Right*—**Scaffolding surrounds the tower while the repairs are being done.** Two-hundred-year-old St. Botolph's Church in Bishopsgate is in splints while urgent repair work on the tower is carried out. The iron clamps between the stones at the top of the spire have rusted away, and the stones have split apart. St. Botolph's is to be the parish church of one of the proposed new parishes in the City of London. Under this scheme, which calls for a complete reorganisation of the parochial system in the City, the number of parishes is to be reduced from forty-six to fifteen. The scheme, which was announced last year, was prepared by a committee under the chairmanship of the Bishop of London, Dr. J. W. C. Wand. The original St. Botolph's Church escaped the Great Fire in 1666 but was in such bad condition by the beginning of the eighteenth century that the present building replaced it in 1725-28. During the construction, Roman remains were found, including a coin of Antoninus Pius, and a vault, 14 ft. deep, containing two skeletons. John Keats was baptised at St. Botolph's in 1795

THE U.S.S. "BOXER" SAILS EAST

An American Carrier Goes to Join the United States 7th Fleet in Asiatic Waters

According to Rear-Admiral W. F. Boone, Commander of the task unit, the United States carrier *Boxer* has left San Francisco on a voyage to the Far East, where she will join "the Seventh Task Fleet in support of our national policy." Rear-Admiral Boone was wisely non-committal in his statement, no doubt bearing in mind that Mr. Truman's administration had decided not to rally actively to Chiang Kai-shek's cause in Formosa, and that a storm on the whole subject of naval participation in Far Eastern affairs was brewing in Congress.

At one time it had been thought that the Americans might even land troops on Formosa, the island headquarters of the Chinese Nationalists, but not even a last message to the American nation from Mme. Chiang influenced official Washington.

On the day after the *Boxer* sailed, Senator Robert A. Taft, the Ohio Republican, attacked Mr. Truman and his colleagues for following "with their Communist allies a design for liquidating the Chinese Nationalist Government." In the Senate Mr. Taft recalled that, late in December 1949, he proposed that America should hang on to Formosa (*sic*) and prevent its occupation by the Communists, "even though it involved the use of our Navy." He urges that the Navy need not participate in any active defence of Formosa. It would be sufficient for her to stand astride the seaways to prevent the Communists launching an amphibious operation. "Formosa is a place where a small amount of aid at very small cost can prevent the further spread of Communism," he concluded.

As Senator Taft spoke, the *Boxer* was pushing out across the Pacific to Pearl Harbour, there to pick up an escort of two destroyers.

The carrier is a 27,000-ton vessel of the extensive Essex class. These ships can carry no fewer than ninety fighter planes.

THE UNITED STATES AIRCRAFT-CARRIER "BOXER," HER FLIGHT DECK PACKED WITH PLANES, LEAVING THE GOLDEN GATE, SAN FRANCISCO, AS SHE SET OUT FOR THE FAR EAST: The *Boxer* will join the 7th Fleet in Asiatic waters, holding a watching brief as Chinese Nationalists and Communists enter upon the last phase of their struggle. *En route* to the Philippines *Boxer* will be joined by two destroyers

THE "BOXER" LOADS UP AT ALAMEDA: A fighter plane is seen being taken aboard the carrier in San Francisco Bay. In all, the *Boxer* carried ninety fighters on her trip to the Far East. *On right*—The *Boxer* passing beneath the Golden Gate Bridge

IVOR NOVELLO WITH ROSE, MARCHIONESS OF HEADFORT, AT FOYLE'S LITERARY LUNCHEON AT THE DORCHESTER : As Rosie Boote in 1899, Rose, Marchioness of Headfort, was one of the most popular of the Gaiety Girls and her marriage in 1901 was the great social sensation of the season

MISS LILY ELSIE, THE ORIGINAL SONIA IN THE DALY'S PRODUCTION OF "THE MERRY WIDOW" IN 1907 : Lily Elsie, who was also a prominent figure at the Foyle's Literary Luncheon at the Dorchester, will be sixty-four years old in April

GRACE PALOTTA, THE SINGER OF THAT IMMORTAL SONG "THE SOLDIERS IN THE PARK" : Her great success was *A Runaway Girl* in 1898. At the Dorchester luncheon she was one of many Gaiety Girls who stood up to receive resounding applause

SIR GERALD KELLY, WHO PRESIDED AT THE GAIETY LUNCHEON, WITH THE CELEBRATED GERTIE MILLAR, WHO BECAME COUNTESS OF DUDLEY IN 1924 : Old-timers remember how, an unknown girl, she hit the town in *The Toreador* in 1901. From then on she went from success to success

GERTIE MILLAR IN 1906 : The celebrated Gaiety star in *The Girls of Gothenburg*

GAIETY GIRLS IN TOWN AGAIN:

Stars of Victorian and Edwardian Days Forgather for Celebrations in London

By W. MACQUEEN-POPE

The atmosphere of the gay 'nineties was revived in London at the beginning of January when some of the original Gaiety Girls were guests at a birthday party at Grosvenor House celebrating the forty-first anniversary of the Actresses' Franchise League. Later many of them attended the Foyle's Literary Luncheon at the Dorchester, honouring the Gaiety Theatre and launching Mr. W. Macqueen-Pope's new book, "Gaiety, Theatre of Enchantment." *In the following article Mr. Macqueen-Pope describes the London reunion of the stars of yesteryear.*

THE ORIGINAL GAIETY : This was the theatre before it was pulled down and the new theatre built on the site in Aldwych. This picture was taken in 1

WHAT was it that gave the Gaiety Girl her glamour? Why was she always in a class apart, something unique and singular in theatrical history? There were lovely ladies at many other theatres, yet one never says "She was a Daly's Girl," or an "Adelphi Girl"—and one always says "She was a Gaiety Girl"—and having said that, there is little more to be added. For the Gaiety Girl was a thing complete in herself. She was worshipped and adored. She stood as a criterion for all that was enchanting.

The Gaiety Girl was invented by a genius of the theatre—John Hollingshead, and she was invented for the Gaiety Theatre. Hollingshead, a great pioneer who started many things, was the real creator of the chorus as we know it.

There are really two reasons for the supreme attraction of the Gaiety Girls, one of which was supplied for them and one which they supplied themselves. The first of these was the Gaiety Theatre itself. For that theatre was a thing apart from other playhouses when it first opened in 1868. It was not just a building with an auditorium and a stage. It was the embodiment of an ideal. For years Hollingshead had dreamed of his ideal theatre, how he would run it and with what he would fill it, and when he acquired the Gaiety he made that ideal into actuality.

SYLVIA GREY IN "CARMEN UP-TO-DATA": The most senior of all the surviving Gaiety Girls as she appeared in her heyday

The actual term "Gaiety Girl" really belonged to the chorus. It would not have been the thing, during the great days of the Gaiety, to think of its leading ladies as "Gaiety Girls." But now that it has been cl for years and trembles on the verge of re the term "Gaiety Girl" can be applied to very greatest of its great ladies.

To go back over a list of the famous Gai Girls of the past requires the space of a boo and it has its own book now. To most pe to-day the words "Gaiety Girls" mean t creatures of romantic wonder of the days George Edwardes, beginning when he inve musical comedy and first staged it at the Ga in 1894 with *The Shop Girl*—even putting the "Girl" into the title, it will be observed one must recall some of the Girls before t One must remember that wonderful woman, Vaughan, and her delightful dancing. Dre always in long, clinging skirts, she also carr lace handkerchief and she wore long black gl To do her honour, the fashionable young who filled the Gaiety stalls and boxes all d black gloves, too, and, at a prearranged s all the black-gloved hands shot into the together to salute the lady they loved.

There was Connie Gilchrist, who became Countess of Orkney, who rose to fame throu skipping-rope dance and who became one of greatest Gaiety Girls. Everyone knew her name was a household word, and when a lea judge inquired from the Bench, "Who is Co Gilchrist?", a nation howled with laughter adorned the peerage as she adorned the Ga But then, a Gaiety Girl could do anything anything—with the greatest distinction. Ge them—Mabel Russell—even became a Membe Parliament. You could not stop a Gaiety Gi she was and remains invincible.

Starting with *The Shop Girl* fifty-six y ago—a very long time so far as public mo is concerned—the Gaiety Girls continue to p themselves invincible. And there are still m of those great ladies with us to-day. That shown at the recent functions in London w there was called together a select compan Gaiety Girls. There, seated at the top table

PHYLLIS DARE, LESLIE HENSON AND RUBY MILLER : Ruby Miller, who was educated in a convent at Amiens and born in London nearly sixty-one years ago, made her first appearance on the stage in 1906 as a dancer in Nero

SYLVIA GREY, THE SENIOR OF THEM ALL, BUT AS FRESH, VIVACIOUS AND BRIGHT AS EVER : At the Gaiety luncheon this octogenarian sat next to Madge Elliott, a Gaiety girl of more recent days, who made her first appearance on the stage at His Majesty's Theatre, Sydney, in 1912

A GALLERY OF GAIETY STARS OF YESTERYEAR: *Left*—Marie Studholme, Constance Collier and Helen Hamer. *Centre, left*—Mabel Russell in *Jack and Jill*. Later in her career she became a Member of Parliament. *Centre, right*—Jean Aylwin as Minna in *The Girls of Gothenburg*. *Right*—The Watson sisters as mashers in *Blue Beau*, one of the big successes of 1868, the first year of the old Gaiety building. The Gaiety made an immediate impact on London life in the late '60's

the place of honour, was the living history of the Gaiety Theatre—with even a link with its opening night. There they were for all to see. A vast gathering acclaimed them as they rose to make their bow in response to a call from the chairman, Sir Gerald Kelly. What did it matter if the public had seen them last ten, twenty, thirty, forty, even fifty years ago? They were the Gaiety Girls, the creatures of enchantment,

A BRICK OF THE OLD BLOCK: Mr. Macqueen Pope, Gertrude Countess of Dudley (the former Gertie Millar) and Sir Gerald Kelly with one of the bricks of the old Gaiety Theatre

peerless and unchallenged still. There was the senior of them all—Sylvia Grey—over eighty, but as fresh, vivacious and bright as anyone there, with that same piquant face and smile which rocked the young men of sixty years ago. Retired long since, but nobody had forgotten her. There was Hilda Jacobson, delightful artist and singer, who took her bow with smiling charm. There was delightful Grace Palotta, as handsome as ever, singer of that immortal song, "The Soldiers in the Park," in *A Runaway Girl* in 1898. There was Mai Bacon and lovely Ruby Miller, of a later Gaiety vintage, and Madge Elliott, too, all bearing that unmistakeable stamp of quality which the Gaiety gave to its own. There was Claire Romaine, who sang "Maude, Maude, Maude, The Girl Who Has Studied Abroad," in *The Toreador*, a great comedienne, with attack and vigour unimpaired, daughter of a fine composer, Edward Solomon.

A MEMENTO OF HOLLINGSHEAD'S FIRST PRODUCTION: Gaiety girls gave away these programme fans at the opening performance in 1868

A great greeting, too, for Ethel Sydney—a true Gaiety Girl—a leading lady in the last show at the old and the first show at the new Gaiety. Unchanged and as sincere and sparkling as when she sang "The Language of Flowers" in *The Toreador*. And clustered round the chairman, who was the envy of every man in the gathering, were the holders of great names unforgettable in the minds of playgoers. Ellaline Terriss, now Lady Hicks, who was everybody's sweetheart in her Gaiety days and remains that still, dainty as Dresden china, silver hair framing her beautiful smiling face, who blew a kiss to the roars of applause, and who still had them all on that "Little Bit of String" of which she sang in *The Circus Girl* in 1896. And there, too, was Lily Elsie recalling the days of *The New Aladdin* before she made her astounding success in *The Merry Widow*—there was this extremely lovely person with the same calm beauty and direct gaze from the blue eyes, the same complete glamour (real glamour such as is very seldom seen), bringing a lump into the throat of her adoring admirers. And Phyllis Dare herself, recalling *The Sunshine Girl* in 1912—with the same sunshine still in her beauty—and earning the plaudits of playgoers of to-day by her true Gaiety artistry in *King's Rhapsody* at the Palace at this very moment. And on the chairman's right and left were the two peeresses of the Gaiety who were present. There was Rose, Marchioness of Headfort, who, as Rosie Boote, was a Gaiety girl of supreme quality. She was born in Luton—not in Tipperary, as is usually stated—and she began as a dancer. She learned her business the right way, on tour. She had her big chance in *The Messenger Boy*, and she took it.

There remains one more—the other Gaiety Girl who, with Nellie Farren, enshrined in herself the true spirit of the Theatre of Enchantment. On the list of guests she was named Countess of Dudley, but on every lip, in every heart, she was and always will be—Gertie Millar. What a roar of cheers she got!

True, the Gaiety made them Gaiety Girls, but why is it that they are so vividly remembered over so many years full of such world-shaking events? It is because they made their fame and their reputations by real, genuine talent *of their own*.

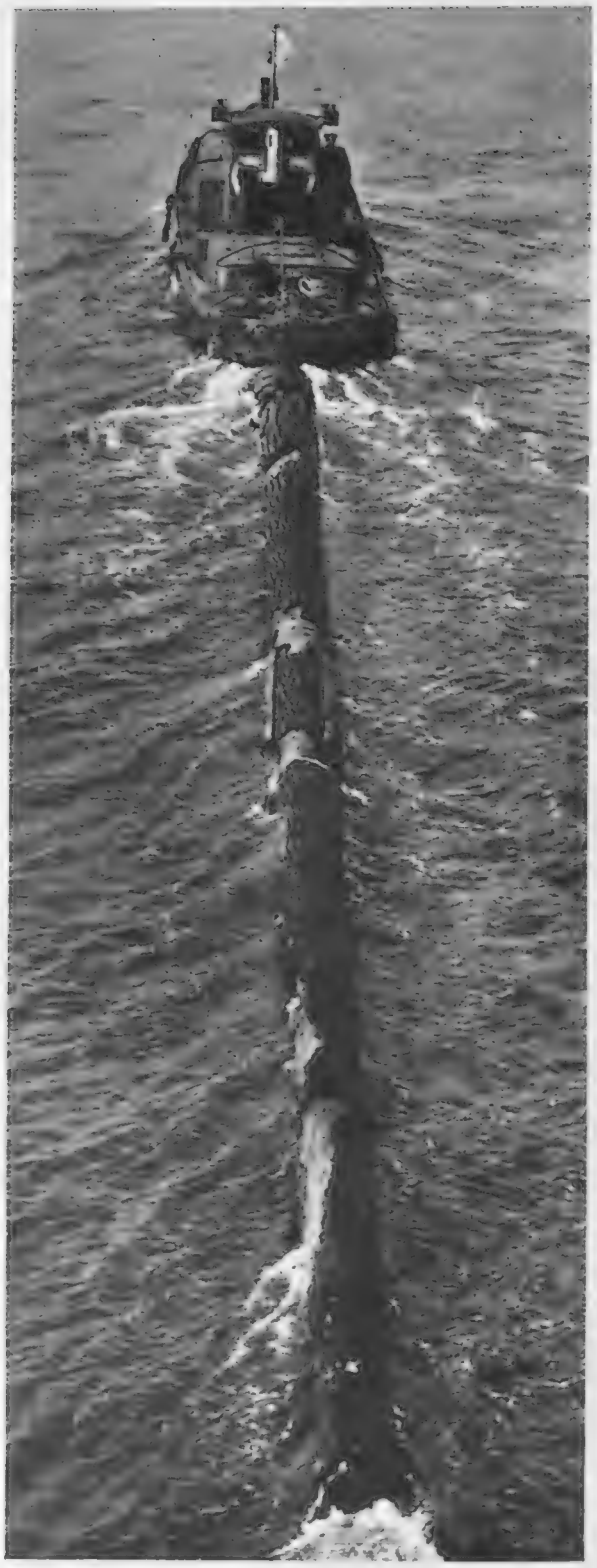
MABEL LOVE AND CONNIE GILCHRIST: *Left*—Mabel Love as she appeared in "*Faust Up-to-date*" in 1888. *Right*—Connie Gilchrist at the height of her fame, before she adorned the peerage as Countess of Orkney. Miss Love appeared at the Gaiety when she was thirteen, but was not really one of the Gaiety girls. She danced and sang her way to fame in other theatres

NELLIE FARREN, THE GAIETY'S FIRST LEADING LADY: She was held in adoration by her vast male public

EVERYBODY'S SWEETHEART IN HER GAIETY DAYS: Ellaline Terriss (now Lady Hicks), in *The Circus Girl*

FLO HENDERSON IN 1890: Forty years before Mr. Cochran's Young Ladies

FIFTY YEARS ON: Ethel Sydney, last leading lady of the old Gaiety in *The Linkman* and first leading lady at the new Gaiety, at the recent luncheon with Mr. J. Farren, son of Nellie Farren



A GIFT TO THE L.C.C.: The flag-mast for the Festival of Britain, presented by British Columbia to the London County Council, is towed up the Thames to its position on the South Bank. The gigantic pine log is 108 ft. long, 37 ins. in diameter at the butt, and 19 ins. at the top; weighs about 5½ tons and contains 461 cubic ft. of timber. It crossed the Atlantic on the S.S. *Maria Parodi* and was off-loaded at Surrey Docks before being floated to its destination at the exhibition site near County Hall

PREPARING FOR THE SPRING ROWING SEASON AT PUTNEY: Workmen dig up the old slipway and lay new concrete. Part of the Thames bank is being cleaned up and repaired for the start of spring rowing and the Boat Race. More than 100 yards of broken concrete and old timber at Putney, a big rowing centre, are being removed outside the main boathouses and rowing clubs. A new concrete runway down to the water's edge is being built. The broken towpath has been a danger to riverside walkers as well as to rowers, who have to carry their boats to the water. The work is being carried out by Wandsworth Council

THE HOME NEWS IN PICTURES

THE LIBERAL PARTY HOLDS A PRESS CONFERENCE: Sir Andrew McFadyean, President of the Liberal Party, spea... at St. Ermin's Hotel. Left to right, next to Sir Andrew, are Wilfred Roberts, M.P. for Cumberland N.; Fr... Byers, M.P. for Dorset N., and Liberal Chief Whip; Lord Moynihan, Chairman of the Executive; and D... Gorsky, prospective candidate for Swindon. At the conference Mr. Frank Byers spoke of the "amazing resurgence of Liberalism in the past four months." "Up to last October," he went on, "we had a smallish number of candidates, but as a result of the appeal for candidates to come forward there has been almost a revolution in the Party. . . . For the first time for twenty years the Liberal Party will be fighting with sufficient candidates to form a Government"

MAURICE TATE BECOMES HOST OF A SUSSEX INN: *Left*—The famous England and Sussex bowler outside The King's Arms at Rotherfield. Beside him is Frank Hemsley, the previous landlord. *Right*—Maurice Tate and his daughter (Mrs. Caruzzi) behind the bar. Maurice Tate has exchanged the cricket ball for the beer-engine. He has succeeded Mr. Frank Hemsley, retiring after twenty-six years as licensee of The King's Arms, which dates back to the fifteenth century. He has not previously held a licence, but his cricketer father, the late Fred Tate, was a landlord at Haywards Heath

NEW M.G. MIDGET SPORTS TWO-SEATER TAKES THE ROAD : The Nuffield Organisation has brought out this new model known as the M.G. Midget Series T.D., which is a development of the famous T.C. type, of which 6,600 have been exported since the war. The brakes are the Lockheed two-leading shoe type. The improvements (some of which are the result of suggestions from all over the world) include sturdier general construction, greater passenger comfort resulting from a wider body, and improved braking. The wishbone-type coil spring independent front suspension, used on the 1½-litre model, has been adopted, and the rear laminated springs, mounted on rubber bushes, are assisted by the latest piston-type shock absorbers

DUTCH TROOPS PRACTISE A.-A. FIRING IN NORFOLK : A detachment runs to take up positions on a 3·7-in. mobile heavy A.-A. gun. The detachment of the Royal Netherlands Army, consisting of fifty-one officers and N.C.O.s, which arrived in England earlier this month, carried out firing practice on the Weyborne A.-A. range in Norfolk. They remained for two days before returning to Holland. Last May the 200 H.A.A. Battery of Anti-Aircraft Command went to Holland to assist Dutch troops in A.-A. training

AN UNEXPLODED BOMB IN PARLIAMENT SQUARE ? Workmen remove the steel scaffolding round the Abraham Lincoln statue to allow the bomb disposal squad to use their detector equipment. Two suspected unexploded bombs brought work for bomb disposal units of the Royal Engineers, last week. In Parliament Square, Ministry of Works officials stopped workmen digging the foundations of the new site for the Abraham Lincoln statue, on reports that an unexploded bomb might still be lodged underneath it. The statue was to be moved 20 yards to make way for an extension of the roadway when someone remembered that a bomb was believed to have fallen there during the war. In Trafalgar Square, six ex-German prisoners, under a Sapper sergeant, dug round a hole near the King James II statue outside the National Gallery, where a bomb was suspected

AN UNEXPLODED BOMB IN TRAFALGAR SQUARE ? Captain J. C. Hunt, Colonel M. D. Maclagan and Captain P. S. Wadsworth, from headquarters of the bomb disposal unit, Royal Engineers, on the lawn outside the National Gallery. They decided to dig, and the following day a 5½-ft. corrugated iron fence was erected round the hole and the operation began

GIANT CRANES ARRIVE FROM AMERICA FOR USE IN THE CONSTRUCTION OF EUROPE'S LARGEST OIL REFINERY AT FAWLEY, NEAR SOUTHAMPTON : Units, which when assembled will form 25-ton cranes, were unloaded from the *Vandalia* on its arrival at Southampton Docks. The cranes are part of the American equipment which is arriving in this country for use in the construction of the new Anglo-American oil refinery at Fawley, which when completed will be the largest in Europe. A ship a week is to bring equipment for this vast project, on which 700 men are engaged in the clearing of the site alone. It is estimated that by 1952 the new refinery will have an annual output of over 5,000,000 tons of petroleum products

A FIGHT TO SAVE THE LAST OASTHOUSES IN THE METROPOLITAN AREA : The oasthouses at Hurst Farm, Bexley, Kent, which, it is feared, may be pulled down when the area is cleared for a new housing estate. The Hurst Horticultural Society has offered to make itself responsible for repairing and renovating other oasthouses if the Council will build round them. The lay-out of the housing scheme has not been finally approved, so the question must wait. In the meanwhile, the Council are to keep them weatherproof

DWARFED TREES IN JAPAN

A Collection of 5,000 Pygmy Trees on a Tokyo Estate

In Japan, the art of landscape gardening is about 1,000 years old, and it is probable that the practice of dwarfing the most decorative landscape trees, for use in miniature gardens is almost as old. Many kinds of trees can be dwarfed successfully, although the skilled Japanese arboriculturists are very reluctant to reveal the secrets of their different methods. The art is commonly practised on maples, beeches, oaks and conifers, and also on such decorative trees as pears, plums, cherries and magnolias. When correctly grown, the miniature trees are perfectly proportioned, and often very beautiful. Some specimens are very old—300 to 600 years—and are worth several hundred pounds. The process of dwarfing depends on the restriction of the roots and branches of the tree in the sapling stage. The plant is systematically starved, and only if it shows signs of withering is it revived with more nourishment. Sometimes the dwarfing becomes hereditary, in which case more pygmy trees may be grown naturally. There are variations to the standard dwarfing process. The trees may be trained into elaborate and beautiful shapes, with infinite patience over a period of many years, and colour-grafting has been employed with striking effect, particularly with some of the maples. Often the trees are grown in individual pots, themselves valuable as fine examples of Japanese ceramics.

The trees illustrated on this page are in the collection of Keibun Tanaka, who is classed among the top-ranking Japanese cultivators of pygmy trees.

A MAPLE-TREE, DWARFED AND TWISTED, FLOURISHING ON A TOKYO ESTATE IN THE LAND OF PYGMY TREES: The tree was cut back during the sapling stage, potted and carefully pruned, and later twisted and bent into this strange shape on the estate of Keibun Tanaka

A PYGMY TREE WHICH IS ALREADY SEVERAL DECADES OLD: Keibun Tanaka brushes away leaves from this maple-tree, which only stands 2½ ft. high. Some of the trees are nearly 600 years old

FORCED AND "NATURAL"—TWO EXAMPLES OF ROOTS ON THE TOKYO ESTATE: *On left*—The roots of this tree were forced to grow round rocks in order to enliven a design. *On right*—The grotesquely-shaped roots of this wistaria-tree grew "naturally" in its unnatural position

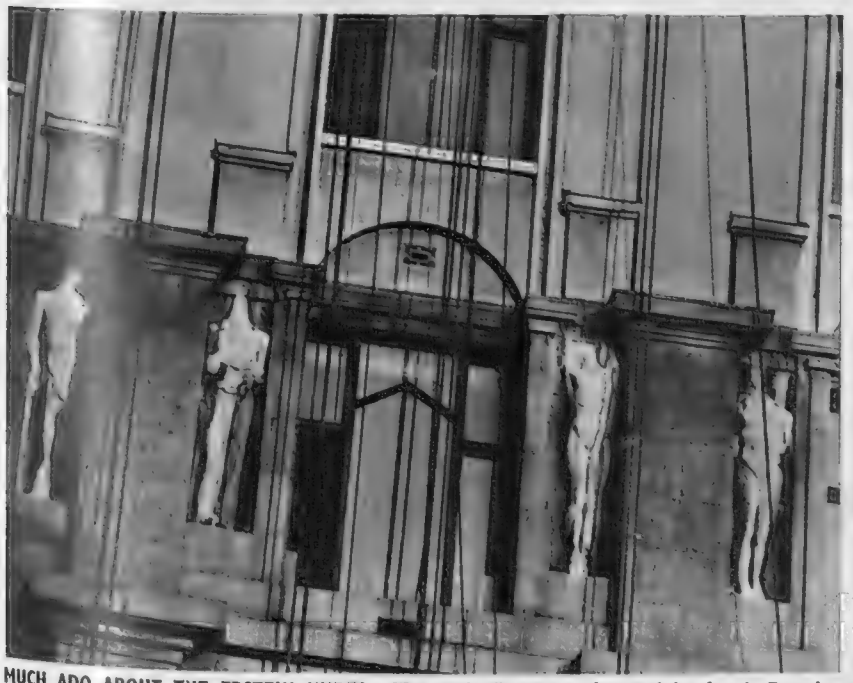
500 YEARS OLD AND VALUED AT £700: An example of a potted dwarf pine-tree in the collection of Keibun Tanaka. Another pine-tree, which is 300 years old, has a swirling trunk

TWO TREES WITH AN AGE OF 400 YEARS BETWEEN THEM: *On left*—This dwarfed cherry-tree was a sapling about the time when Commodore Perry sailed into the Harbour of Uraga in 1854 to obtain a treaty which meant Japan's re-entry into world affairs. *On right*—Another 300-year-old pine-tree

CORREGGIO to EPSTEIN

FOUR VARIED ITEMS OF CURRENT ART NEWS

"BOUGHT FOR A SONG" IN A LONDON AUCTION ROOM, A PORTRAIT OF CHARLES II ATTRIBUTED TO LELY: This pen-and-wash drawing of King Charles II was found recently in a parcel of sixty sketches, mostly modern, bought in London for a few shillings by Mr. John Hill, a solicitor and collector of Charles II relics. The drawing shows the King wearing the Garter robes, which were designed in their present form during his reign; no doubt the fact commemorated by this portrait. The drawing is ascribed to Sir Peter Lely, the seventeenth-century portrait painter, and on the back are the initials of John Barnard, the best-known English collector of the following century. In his will, Barnard left his collection to John Wilkes, the politician, but cancelled his bequest before his death owing to the intimate relations of Wilkes with Mrs. Barnard. On his death his collection was sold in two parts, the first in 1787, the sale lasting for seven days and including works by Lely, and again in 1798, the sale lasting twenty-five days. Officials of the National Portrait Gallery and the British Museum, who have examined the drawing, agree that it is very probably one of the studies for an oil painting ascribed to Lely, which fell to an American bid in 1931



MUCH ADO ABOUT THE EPSTEIN NUDES: The nude figures sculptured by Jacob Epstein for Rhodesia House (formerly the headquarters of the British Medical Association, by whom the work was commissioned) have been the centre of a storm of controversy several times since they first appeared in London. The Rhodesian Government, which has ordered the removal of several arms and other parts that have become weatherworn and liable to fall on to the road below, has decided that the figures need cleaning, and work is in progress on the statues

THE RESTORATION OF A MUCH-TRAVELLED CORREGGIO: This celebrated painting, "The Agony in the Garden," was bought for Philip IV of Spain, and remained in the Royal collection until Joseph Bonaparte, who had been placed by his brother, Napoleon, on the throne of Spain, was expelled from the country in 1813. Joseph's travelling carriage was captured at the Battle of Vittoria, and was found to contain this and many other notable paintings, which thereupon became the property of the Duke of Wellington. The picture is at present on show at the Victoria and Albert Museum, where it has recently been cleaned and restored. It will later go to Apsley House, Hyde Park Corner, when this is opened as a Wellington Museum. Correggio's greatest works were his frescoes, notably his fresco of the "Assumption of the Virgin" in the dimly-lit dome of Parma Cathedral

FRANÇOIS BOUCHER'S "MARQUISE DE POMPADOUR": This famed portrait of the favourite of Louis XV has been placed on view at the Victoria and Albert Museum with a small group of French landscape paintings. The display is complementary to the Burlington House Exhibition, "Landscape in French Art," which has been attracting great interest. François Boucher was an artist of great versatility. He was a director of the Gobelins Tapestry Factory, a decorator, an etcher, as well as a portraitist. His pictures tended to carry on the Watteau tradition

BYGONES AND TREEN

Household Utensils and Historic Bric-à-Brac in a London Saleroom

No one in the history of collecting ever ranged so far and wide as the late Francis Bussell, whose collection of "Bygones and Treen," a collection of everyday things in use in other ages, objects of wood and metal for the most part of household importance, was put up for auction at Sotheby's on January 20. Another portion of this fascinating collection will be auctioned in due course.

Mr. Bussell, a member of Lloyds', who died in 1942, searched the whole country for his bewildering miscellany of treasures, bringing home to Underriver such diverse objects as an early manual fire engine, mantraps, bird-scaring rattles, a baby-trotter, a wassail bowl, a Sicilian dog-cart and a host of other objects. Mr. Bussell kept most of these objects in a barn adjoining his house, and the barn was visited in the course of years by antique collectors from all parts of the world. At last week's sale some spirited bidding was expected, especially for the boneshaker of 1869, the Phantom machine with the saddle midway between the wheels, and a fireman's squirt said to have been used in the Great Fire of London.

EVERYTHING BUT THE KITCHEN SINK IS CROWDED INTO A LONDON SALEROOM: A general view of part of the collection of "Bygones and Treen" (household utensils and historical bric-à-brac) from the Francis Bussell Collection which were offered at auction at Sotheby's last week. The collection, with its many unusual items, drew attention to an aspect of collecting so varied in its scope that the vague classification of Bygones has been adopted by the cataloguer. Treen, as the name implies, refers to all utensils constructed of wood

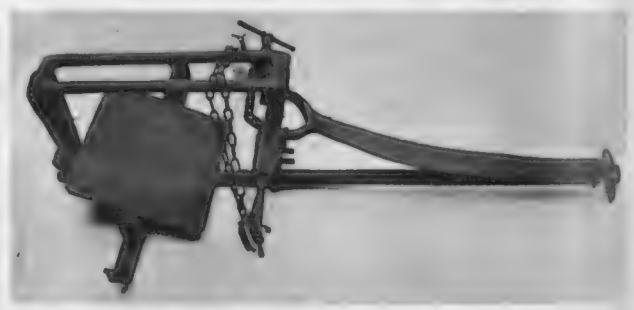
PART OF THE COLLECTION OF TREEN MADE BY FRANCIS BUSSELL: Some examples of wooden implements and vessels for kitchen use in the sale of Bygones and Treen at Sotheby's. The varied items include a pill-counting board

AN IRON SCOLD'S BRIDLE OR BRANK: The German metalwork is in the form of a grotesque head with very large ears

AN EARLY MECHANICAL CHOPPER: This was one of the numerous extraordinary pieces of mechanical equipment included in the Sotheby's sale

A RARE SEVENTEENTH-CENTURY TRAVELLING-COFFER OF OAK: The coffer, elaborately bound with wrought ironwork in a scrolling and foliate pattern, has a double-hinged top

A PERAMBULATOR OR PEDIMETER: This is attached to the hub and has two dials, one denoting poles and the other mileage



A MANTRAP WITH PLATFORM SPRING: This is one of three large mantraps in the collection. It is shown with the jaws closed. Beneath the jaws is the plate which touches off the mechanism

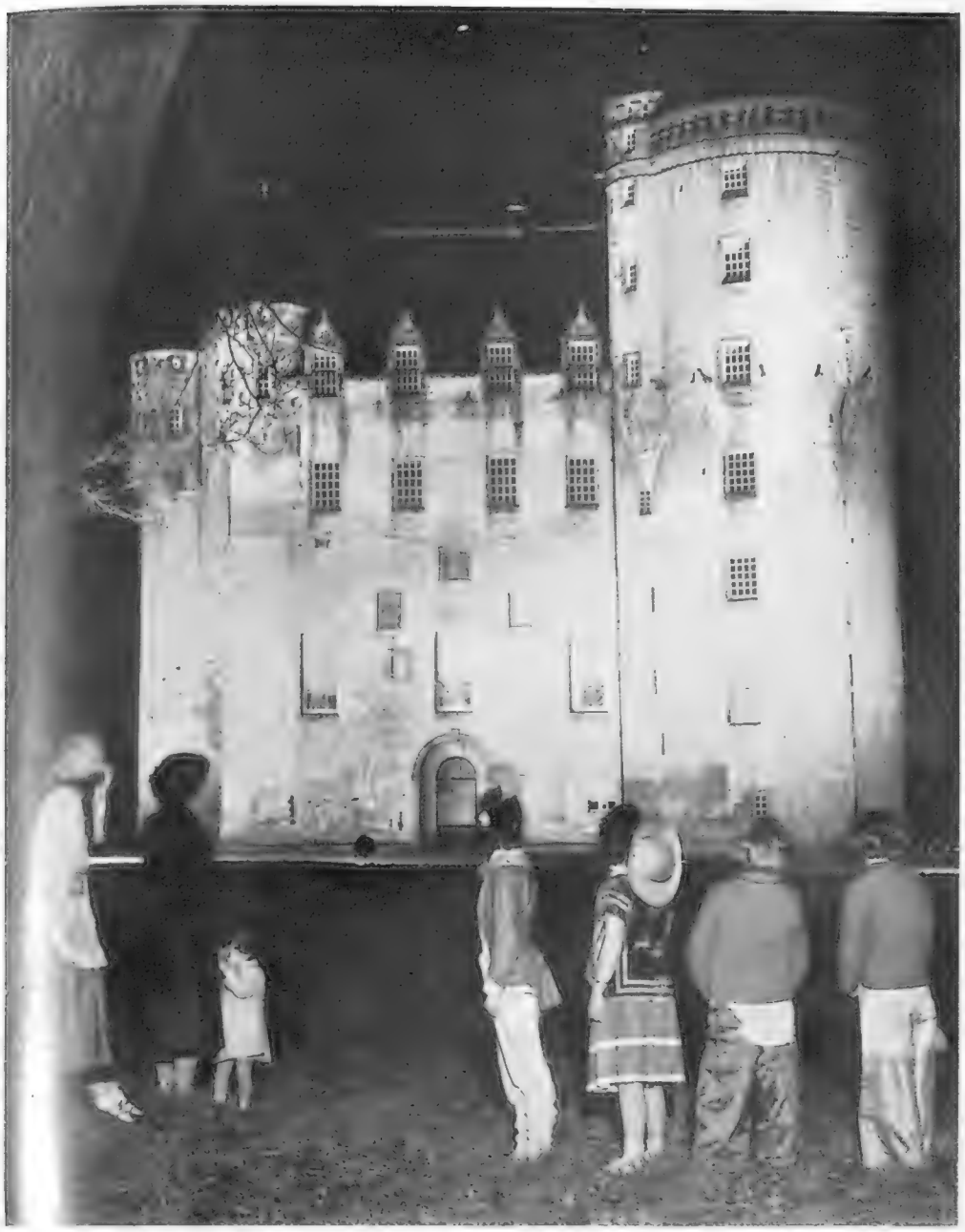
CHIMNEY CRANE: This is a piece of eighteenth-century cooking equipment. It has a swivel adjustment

A SEVENTEENTH-CENTURY BABY-TROTTER WITH PADDED LEATHER SUPPORT: The uses of this equipment are obvious, ensuring that the baby can roam far and wide

TWO LEMON-SQUEEZERS: A Continental lemon-squeezer of elaborate construction supported on a fluted column and a shaped base, and a more modern piece of equipment with a screw action

THE CAMERA RECORDS—

A FLOODLIT CASTLE; A GERMAN EXPERIMENT; A 70-TON TRACTION PROBLEM; AND A RUNAWAY BRIDGE



FLOODLIGHTING CASTLE FRASER, NEAR ABERDEEN: Children, who were guests at a fancy dress party, enjoy the floodlighting which was put in to celebrate the first installation of electric lighting at the thirteenth-century castle. Ancient Castle Fraser has been lit by electricity since Christmas, and, at the same time, Major and Mrs. Smiley decided to install a floodlighting system. The blaze of light coincided with a fancy dress party for children living in the district, which was given to mark the return of Major and Mrs. Smiley's daughter, Miranda, to school in England. Later a film show was given in a room of the castle to over a hundred children. Castle Fraser, which is situated about two miles south of Kemnay, has a double square tower of the fifteenth century

A MACHINE TO DETECT THE SEX OF AN UNBORN CHILD: A German doctor, Wilhelm Witzel, claims that, after ten years of experimenting, he has solved the problem of determining the sex of an unborn child. The U.S. Army is allowing Dr. Witzel to examine the eyes of 100 pregnant American women in Frankfurt, Germany, so that he can demonstrate his theory in practice. In the above picture, a captain in the U.S. Army shows how the tests are made. He is examining Mrs. Raymond R. Holien, of Salt Lake City, wife of an American Army sergeant. Witzel says: "I look for changes in the irises of the eyes with a standard instrument"

THE BIGGEST LOAD EVER TO LEAVE SOUTHAMPTON DOCKS BY ROAD: A 70-ton boiler, carried on two trailers and hauled by two tractors, negotiates the railway bridge at Compton. The boiler was made at Barrow-in-Furness and came by steamer to Southampton, where it was unloaded by floating crane and lowered on to two 16-wheeled, low-loading trailers. It was pulled by one 240-h.p. tractor and pushed by another of the same power on its 30-mile road journey to the National Gas Turbine at Farnborough. The journey was expected to take three days and a police escort accompanied the expedition. The boiler is 24 ft. long, 18 ft. high and 19 ft. wide. Overall length of tractors and trailers was 115 ft., and the total weight on thirty-six wheels, 160 tons. The two tractor drivers were in telephonic communication throughout the run. At one point, where the road runs under a railway bridge, the giant boiler had to be unloaded, rolled through the archway, and then reloaded on to its two trailers. The major traction operation was completed successfully

A RUNAWAY BRIDGE AT PASCO, WASHINGTON: The 900-ft. United States Army pontoon bridge was torn loose by ice floes from its moorings across the Snake River in Eastern Washington. It floated nearly three miles into the Columbia River before it piled up against the railway bridge which is seen on the right-hand side of the picture. Engineers stated that the bridge was almost undamaged after its river adventure

1. HELPMANN AND "MADAME BUTTERFLY'

2. MISS COLLEEN TOWNSEND, STUDENT OF THEOLOGY

3. STANLEY SPENCER NOW RETURNS TO THE FOLD

4. JOCKEY BREASLEY AND HIS CAMERA

5. MARJORIE JACKSON, AUSTRALIAN FLIER

PEOPLE: SOME PERSONALITIES IN THE WORLD'S NEWS

1. "MADAME BUTTERFLY" REAPPEARS AT COVENT GARDEN: Robert Helpmann, choreographer and brilliant exponent of the ballet, has turned his talents to light opera, presenting at Covent Garden Elizabeth Schwarzkopf in Puccini's *Madame Butterfly*. Kenneth Neate, the young Australian, plays the faithless cavalier, and according to one critic, producer Helpmann is discreet in everything except his meteorological effects.

2. TIDINGS FROM CALIFORNIA: Colleen Townsend, twenty-year-old Hollywood film actress, is not renewing her film contract, it is reported, her mother having announced that Colleen is considering entering a theological college. The fact that the news has been released together with a most alluring picture of the young starlet in a brief bathing costume could indicate that her press agent has high hopes that Colleen may be dissuaded from renouncing Hollywood's special brand of culture.

3. THE RE-ELECTION OF AN A.R.A.: Mr. Stanley Spencer, who was elected an Associate of the Royal Academy in 1932, but resigned three years later after the exclusion of two of his pictures, has now been re-elected. The long misunderstanding is over, and this brilliant and controversial graduate of the Slade School, whose pictures adorn the walls of public galleries from Aberdeen to Pietermaritzburg, will no doubt again be a leading exhibitor at Burlington House.

4. FAREWELL TO FLEMINGTON: On his last afternoon at the celebrated Melbourne track, A. Breasley, one of Victoria's leading jockeys, took pictures in the weighing-room of his colleagues of the track with his 35-mm. camera. Breasley won two races during the day, and received good wishes all round before leaving for England, where he will ride during the coming season. Breasley follows in the steps of Edgar Britt, Togo Johnstone and "Last Race" Cook, all Australians who have made their name on British courses. Cook did not stay long, although he made a host of friends in England and won quite a number of races. Edgar Britt on the other hand is as much a permanent fixture over here as Johnstone has been in France for years past.

5. MARJORIE JACKSON'S RECORD: This Australian woman sprinter equalled the world's record when she ran the 100 yards in 10·8 seconds in the Australian Athletic Championships at Adelaide, setting up the same time as Fanny Blankers-Koen, the Olympic Champion, in her best performance.

6. THE HAREWOODS ABROAD AGAIN: The Earl and Countess, who were in Vienna during their honeymoon in the autumn, again visited the Austrian capital, and when this picture was taken they were gracing the Vienna Philharmonic Orchestra Ball. The Earl, it is understood, has been travelling in his capacity as music-journal editor and writer on musical subjects. After a long search, the Earl and Countess have found a London residence (one with a spacious music-room), and at the end of next month they will be moving into No. 2, Orme Square, Bayswater. The music-room was built on to the house by a former owner, Lord Leighton.

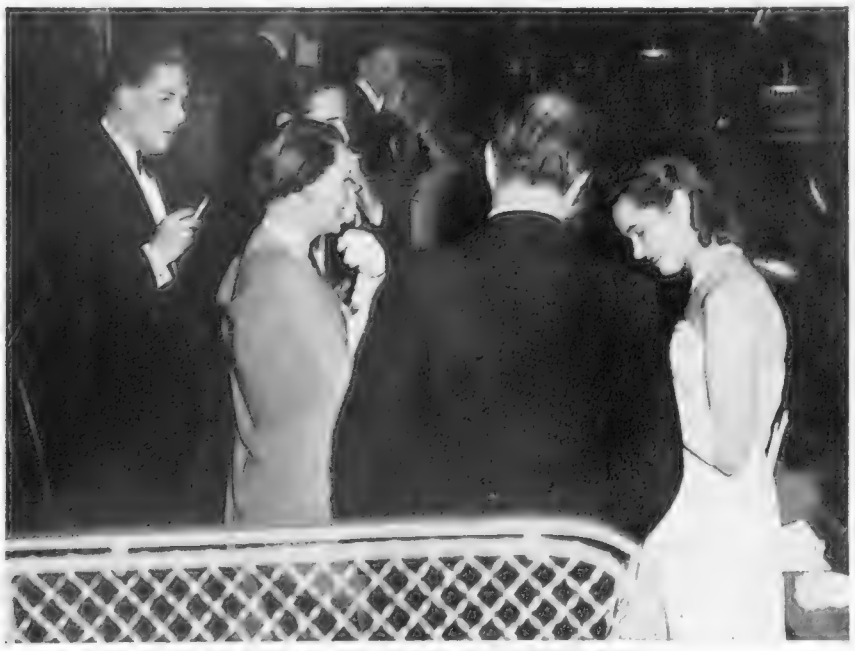
7. THE COMMUNISTS MAKE GAINS IN THE FINNISH ELECTIONS: Vaino Tanner, a leading Social Democrat, is seen in this picture casting his vote at a Helsinki polling station in the recent election of an Electoral College, which in turn chooses the Finnish President. The Social Democrats, having no candidate of their own, did badly in the voting. They supported President Paasikivi, the present office-holder and nominee of the Conservatives and Liberals, who will probably be confirmed in office when the College meets on February 15. A feature of the election results was the advance made by the Communists, whose candidate received 66 electoral votes in the college of 300. This advance will undoubtedly encourage the Communists and their foreign supporters in a more aggressive policy

8. THE FRENCH FOREIGN MINISTER IN BERLIN: M. Robert Schuman, who had talks with Chancellor Adenauer in Bonn, continued on to Berlin, where he was greeted by Professor Ernst Reuter, the Lord Mayor of West Berlin. M. Schuman's visit was made originally for the purpose of renewing contacts, but it is known that his conversations in Bonn centred largely on the future of the Saar.

9. MANSTEIN WAS NOT THE LAST: Of the four German Generals accused of the destruction by fire of villages in the Vosges Mountains, only General Erich Petersen and General Otto Schiele were present before the French Military Tribunal which met in Paris on January 17. The two others, General Hermann Black and General Heinrich Wiese, are now held in the American Zone of Germany, and American authorities have not allowed their extradition. The four Generals are also accused of deporting 5,000 Frenchmen to foreign labour. General Petersen, who is sixty, was commander of the 4th German Air Army.

7. MR. VAINO TANNER CASTS HIS VOTE

8. ROBERT SCHUMAN MEETS ERNST REUTER



6. THE HAREWOODS AT VIENNA'S PHILHARMONIC ORCHESTRA BALL

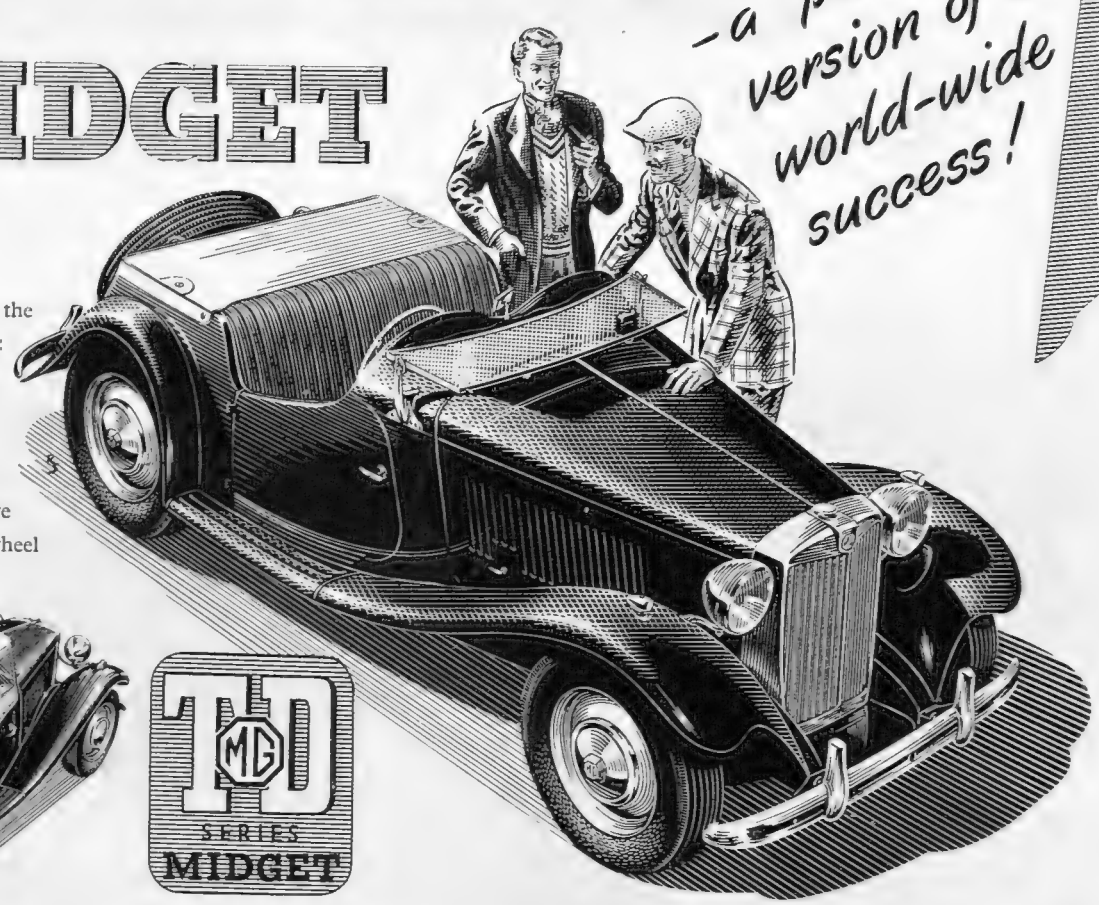
9. PETERSEN AND SCHIELE IN THE DOCK

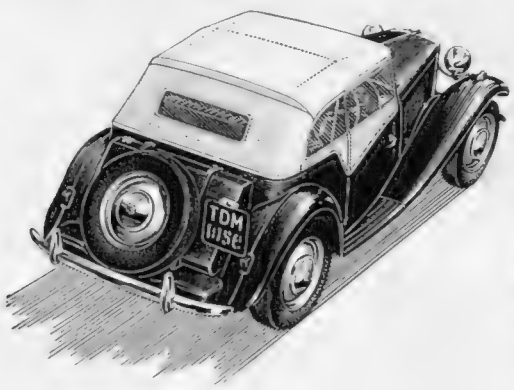
Meet the new T.D. SERIES

MG MIDGET

—a "plus" version of a world-wide success!

Here are some of the new features which give the new Midget greater comfort and easier handling: a wider body, sturdier general construction, wishbone-type coil spring independent front suspension, piston-type shock absorbers, and the latest Lockheed braking system. New optional extras include: concealed Radio (built into glove box), chrome-plated luggage rack, twin spare wheel carrier, and 6" rear tyres and wheels.



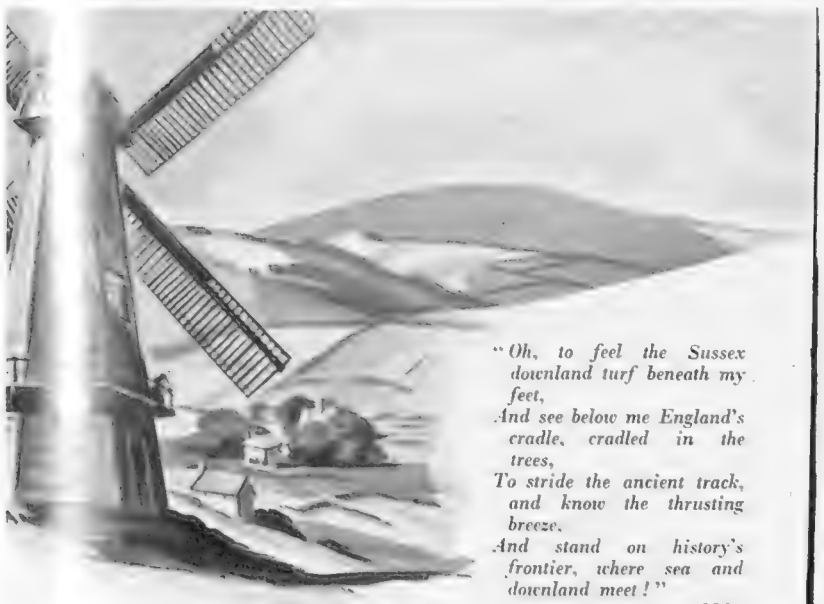


TD SERIES MIDGET

THE M.G. CAR COMPANY LTD., SALES DIVISION, COWLEY, OXFORD

Overseas Business: Nuffield Exports Ltd., Oxford, and 41 Piccadilly, London, W.1

A NUFFIELD PRODUCT



"Oh, to feel the Sussex downland turf beneath my feet,
And see below me England's cradle, cradled in the trees,
To stride the ancient track, and know the thrusting breeze,
And stand on history's frontier, where sea and downland meet!"

M.P.

Come to Jeffery Farnol's Country

You must have read at least one of the famous stories from the pen of this great novelist about Sussex . . . then stay at

WARNES of WORTHING

The hotel in the centre of romantic Sussex

SPECIAL WINTER TERMS ON APPLICATION

Worthing 2222

When ordering

KUMMEL

insist on

WOLFSCHMIDT

"the original **KUMMEL"**

ESTABLISHED 1847

★

The **ARISTOCRAT** *of* **LIQUEURS**

RENOWNED *for* **100 YEARS**

★

The World of Books—By VERNON FANE

"THE BOAT," a TRAGI-COMEDY of MANNERS

Mr. L. P. Hartley's Suave Style Contributes to an Exceptional Novel

SUAVE is the word for Mr. L. P. Hartley's style, if not for his subject-matter. THE BOAT (Putnam. 12s. 6d.) is an exceptional novel, a tragi-comedy of manners, and most of them very good manners indeed. Certainly the manners of Timothy Casson, the elderly essayist whose saga this is, are unexceptionable, even though, for such a quiet man, he has a curiously disruptive effect on the remote village in which he comes to live at the beginning of 1940. Neatly wrought letters, whether for publication or for friends, are his principal and almost his only work, for he takes as little interest as possible in the war, and his social contacts among his neighbours are limited for an odd reason. His rented house stands near a river, and the property includes a boathouse in which he installs an immaculate new rowing-boat. The river, though, is the haunt of earnest and overbearing fishermen, and his proposal to row up and down and disturb the mayfly, or whatever it is, produces a violent reaction from the piscatorial Blimps. Thus, everything that happens to him, or to his household during his stay, has some bearing on the fact that he has been thwarted in his more or less innocent design. Sudden deaths, communistic blondes, convalescent pilots and benevolent policemen are only a few of the incidents in a book remarkable for its endlessly articulate characters, and for one of the most exquisitely observed scenes of kitchen life that I have ever read.

Mr. Richard Llewellyn writes of a group of people rather more concerned with the war, and particularly of two, who are soldiers on a brief leave in Italy towards the end of the war. Snowy is a veteran of the Eighth Army, and so is Rosie, his truck, which has been with him since El Alamein. With Bill, another chap who understands Rosie, he sets out on a long and hazardous journey to find his old pal Shiner's grave and put a few flowers on it. In the course of what is very truly a pilgrimage the three of them come across all kinds of wild adventure, some of it improbable, but none of it unreadable. Mr. Llewellyn's Cockney dialogue is the best I have ever seen from a Welsh pen, and A FEW FLOWERS FOR SHINER (Joseph. 10s. 6d.) is lively, sentimental and effective.

Another facet of the war is shown by Madame Vera Panova, in her novel THE FACTORY (Putnam. 9s. 6d.), a book which manages to combine an almost naïve clarity of language with a considerable amount of information about Soviet Russia. The author is one of the most popular of Soviet writers, and has won a Stalin literary prize, which she presumably did not get for decrying the regime, so that the reader must expect to come across some echoes of political pep talks. But, on the whole, this is a story of the ordinary Russia that one always suspects must exist somewhere among—or under—all the ideologies, a Russia of people falling in and out of love (that bourgeois emotion) and of children growing up and finding themselves in a world that is only alien because it is adult and not childish. There are everyday passages that one can recognise too, and that don't seem in the least foreign or exotic in spite of the pretty Russian names. "The telephone rang. It was his secretary, Anna Ivanovna. She wanted to know whether to bring him his mail or if he would come to fetch it himself, and added that the chief engineer had arrived at the factory and was raising hell."

War again, with THE CRUSADERS (Cassell. 15s.), a very long novel by Mr. Stefan Heym, who escaped from Germany when his liberal views became unpopular, studied for his M.A. in the United States, and served in the American Army. The theme of his book is war, as exemplified by World War II, which was "a necessary and holy crusade, and at the same time . . . a bloody mockery of its purpose." Mr. Heym has written a serious and rather heavy book in which the dominant theme is sometimes obscured by recurrent motifs of male-female encounters, but nevertheless a book of value, profoundly felt and planned with a craftsman's balance.

THE BITTER SEASON (Gollancz. 8s. 6d.) is a product of that school of writing perfected by the *New Yorker* magazine: a school in which agile and melancholy writers are at their best, in which boy rarely loves girl, but in which women often snarl at men, and in which a sour twist is worth a wastepaper-basketful of happy endings. The school includes a number of brilliantly funny writers, and 95 per cent. of its writers are clever and ingenious. Mr. R. M. Coates has been amongst these, and his new novel demonstrates the fact. It is the account of a few months in the life of a man, "a little too old or a little too frail," before D-Day. The man lives in New York, and it is the city, and the author's reporting on it, that form more than the background to the story. It is clever, but I could not be moved by it.

Unless it be a solemn exercise to regard the foolishness and frivolity of the '20's, there is nothing solemn about Mr. Patrick Balfour's novel THE RUTHLESS INNOCENT (Hamish Hamilton. 9s. 6d.), which is, at its best, a bright and inconsequent picture of not very bright but quite decorative young people, and at its worst, a plea for family solidarity, whatever the family. To be more precise, and to ignore one's own moral feelings in the matter, it is a case of the writer being more entertaining in the first, and less inspired in the second angle of approach.

The word "veteran" generally has a connotation of age to us, but in the United States it is always used to describe a man, usually a young one, who has been a member of the armed forces, and it is such a young man who is the principal character of Mr. Fritz Peters' novel, a young man who is consigned to a veteran's hospital—for mental cases. THE WORLD NEXT DOOR (Gollancz. 12s. 6d.) is stated to be based on actual experience, and it is certainly moving to an intense degree, and painful to read. It cannot, of course, escape analogy with *The Snake Pit*; in fact, in many regards it is a kind of male version of it.

Mr. James Pope-Hennessy has chosen an excellent subject for his new two-volume biography, the first of which has just been published. MONCKTON MILNES—The Years of Promise (Constable. 25s.) takes this extraordinary Victorian figure through the years 1809 to 1851; the projected second half will take his life from then to his death in 1885. Monckton Milnes was neither a great poet nor a particularly successful politician, his wit was moderate and his appearance far from striking. Nevertheless, both in his youth and after he became Lord Houghton, he was one of the most remarkable and in some circles the most influential man in London or, later, in Yorkshire. The principal reason for this appears to have been his quite unusual enthusiasms which were directed, first to people, and, second, to ideas. He was a friend and a patron to many in the world of the arts, but more than that he was a kind of liaison officer between them and the world of society. He numbered among his friends Thackeray, Dickens, Carlyle and Tennyson. It was Carlyle, indeed, who forgot his own moroseness temperament long enough to write to Emerson about Milnes: "A most bland-smiling, semi-quizzical, affectionate, high-bred, Italianised little man, who has long, olive-blonde hair, a dimple, next to no chin, and flings his arms around your neck when he addresses you in public society!"

FROM SQUASH COURT TO PLACE OF WORSHIP: This squash court at Moffatt House, Moffatt Lane, Brookman's Park, has been acquired for conversion into a chapel to supplement the thirteenth-century Parish Church of North Mimms, which at present draws its congregation from an area sixteen square miles in extent. Moffatt House is associated with the origin of the nursery rhyme "Little Miss Muffet." The spider, which frightened Miss Moffatt, as she was called in real life, apparently belonged to her father, an entomologist, who kept his collection of insects at Moffatt House

ADVERSARY IN THE HOUSE (Falcon. 12 is another biography, and this time of a man as vastly different from Milnes as could well be imagined. First of all, he was an American of Alsatian extraction, and, secondly, he was occupied during all his life not with the graces and polish of life, but with the essential humanities. For these he fought, and for these, as he understood them and interpreted them to his fellow Americans, he went to prison. He was Eugene Debs, one of the greatest pioneers of the Labour Movement in the United States, and a strong advocate of Trades Unionism there. Mr. Irving Stone has written the man's story in the form of a novel

ROMMEL (Collins. 12s. 6d.) is a biography of the German general by Brigadier Desmond Young, and it has as its purpose the examination of "the Rommel legend." Since the publishers enthusiastically claim that "perhaps the Afrika Korps and the Eighth Army were not so far wrong in looking upon Rommel as something of a hero," I must suggest that you form your own opinions and absolve me from writing mine.

THEATRE BUSINESS

Ernest Short's Entertaining Treatise on Stagecraft

When Hamlet gave his advice to the Players, "Let those that play your clowns speak no more than is set down for them," he had in mind the special circumstances which he wanted the play to bring before the audience; he was not, says Ernest Short, attacking the theatrical practice of gagging. Mr. Short, in his unusual and highly-entertaining volume INTRODUCING THE THEATRE (Eyre and Spottiswoode. 18s.), deals with the whole business of stage technique and management. He devotes a chapter or more to "The Function of Gagging," the transposition of the serious into the ludicrous, and indicates, indeed, that the subject, with a history as long as that of comedy itself, deserves a book in itself. The gag has been defined as "the line the author omitted to write," but there are occasions on record when a comedian, by expert fooling, has enlarged his part out of all recognition, notably E. A. Sothern in his creation of Lord Dundreary in *Our American Cousins*. Sothern originally had forty-seven lines, but, having gathered all the wild absurdities he could muster, the role eventually embodied 800 lines and a wealth of stage business besides. Beerbohm Tree was another supreme improviser, in fact, a part-author. Charles Hawtrey found the bare bones of the story of *The Private Secretary* in a German original, but most of the business which made the Rev. Robert Spalding a figure of fun was Tree's invention. He was always adding something, records Mr. Short. "On one occasion Mrs. Leigh Murray, while on the stage, accidentally shed one of the skirts which loomed so largely in feminine underwear in the '80's. She threw it aside with a blush. Immediately after, Tree made his second act entrance with the words: 'I beg your pardon. I thought I met a petticoat on the stairs.'"

Mr. Short ranges far and wide in recounting the factors which make for good theatre. From Dan Leno to Sid Field he attempts to reveal the technique of making an audience laugh. He deals at length with "Spectacle in the Theatre," and there is a special word of tribute for Ivor Novello, who with three lavish shows in succession filled Drury Lane to capacity. The essence of good theatre is found no less in the regular collaboration of Noel Coward and Gertrude Lawrence, and here again Mr. Short pays generous tribute to the players of to-day. His book will be read and enjoyed alike by those whose life is bound up in the theatre and those on the outside looking in.

PLAY PARADE, Volume II (Heinemann. 12s. 6d.), is a new and enlarged edition of The Collected Plays of Noel Coward, including *This Year of Grace*, *Words and Music*, *Conversation Piece*, *Easy Virtue* and the lately revived *Fallen Angels*, which, heavily burlesqued by Hermione Baddeley and Hermione Gingold, has been giving renewed pleasure to London audiences. *Words and Music* reads to-day as well as any of Coward's efforts. It was full of good lyrics, including that jolly commentary on the Empire-builders:

"No matter how much we sozzle and souse,
The sun never sets on Government House."

The late Logan Pearsall Smith had a flair for compiling anthologies. At his death he had almost completed his volume of extracts from Shakespeare. Now Robert Gathorne-Hardy has rounded off the task, and THE GOLDEN SHAKESPEARE (Constable. 15s.) makes its bow. The reader will no doubt seek out at once his favourite passages to see how the anthologist has dealt with them or to note possible omissions. Some may ask why the peroration in Timon, the final speech of Alcibiades, is cut in twain, leaving out those majestic final words that have a counterpart perhaps only in the speech of Fortinbras at the curtain fall of Hamlet, which is similarly cut, and it seems with no more reason. It surely was not shortage of space that caused the anthologist to eliminate these heroic lines of Alcibiades: "Bring me into your city, And I will use the olive with my sword; Make war breed peace; Make peace stint war; make each prescribe to other, as each other's leech. Let our drums strike."

RUGGER: THE MAN'S GAME (Hollis and Carter. 12s. 6d.) has an aggressive title, but in content it is only mildly controversial, while reflecting to the full the author's passionate enthusiasm. It was written by the late E. H. D. Sewell (Bedford and Harlequins), and first published in 1944. The book now appears in a welcome third edition revised by O. L. Owen and with a preface by C. B. Fry. It is really a cavalcade of Rugby through the century. Many a veteran of the game will enjoy reading the potted biographies in the chapter "Bygone Days," each a shrewd summing-up of the characteristics of the leading players whom Sewell knew and admired, among them the great W. W. Wakefield, whose thrust, resolution and fast running were wasted, he says, "in the entanglements of the forward job."

For the politically-minded, and there are few who are not at this precise juncture in our affairs, Richard Crossman, M.P., presents THE GOD THAT FAILED (Hamish Hamilton. 12s. 6d.), in which six writers, each with an international reputation, describe their journey into Communism and their return, among them Koestler, Silone and Gide.

By Appointment Purveyor of Cherry Heering to H.M. King George VI

By Appointment Purveyor of Cherry Heering to H.M. King Frederik IX

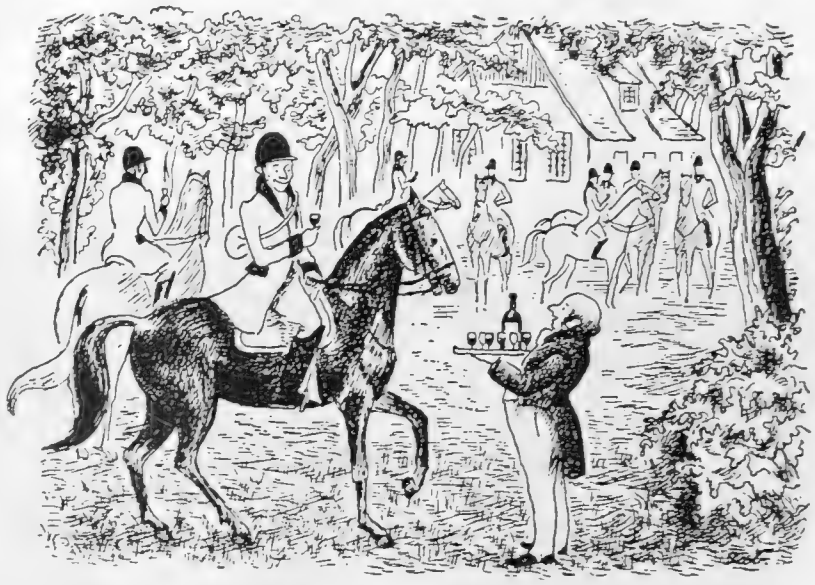
By Appointment Purveyor of Cherry Heering to H.M. King Gustaf V

By Appointment Purveyor of Cherry Heering to H.M. The Queen of the Netherlands

Precious moments

Through four generations CHERRY HEERING has witnessed as well as created many precious moments.

To-day, supplies are not unlimited, but this old Danish delight will grace your day whenever and wherever you meet with it.



CHERRY HEERING

World famous liqueur since 1818

5

largest Furnishing House in the World

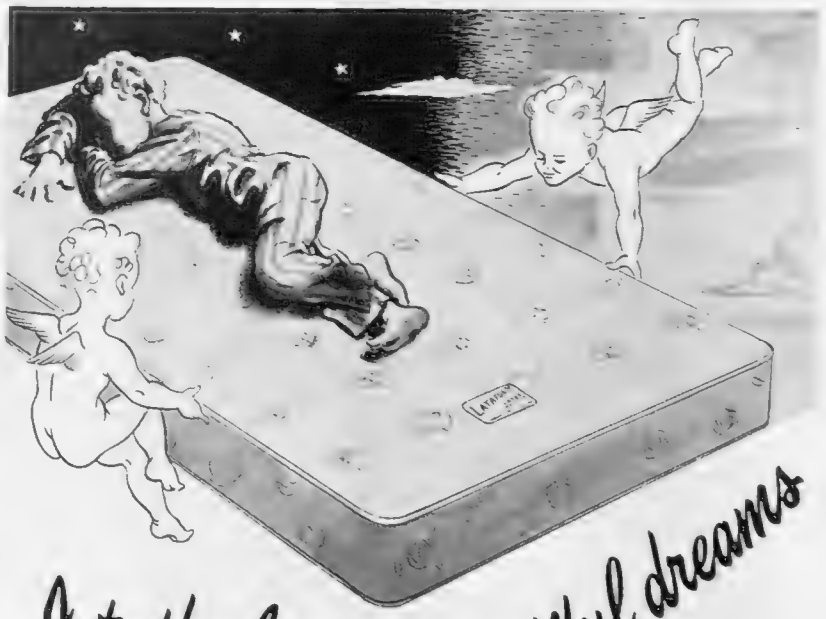
Traditional in Style

QUEEN ANNE DESK in FIGURED WALNUT
5 ft. 6 ins. wide. 6 pedestal drawers.
3 drawers in top. £147 . 10 . 0

ARM CHAIR in WALNUT with CARVED CABRIOLE LEGS. Upholstered in hide or Damask. £23 . 5 . 6

MAPLE

MAPLE & CO. LTD., TOTTENHAM COURT ROAD, LONDON W.1.
BIRMINGHAM · BOURNEMOUTH · BRIGHTON · LEEDS · NOTTINGHAM



...Into the land of beautiful dreams

Tired limbs, weary after a day's play, need every possible support if they are to awake refreshed. The LATAFOAM Mattress ensures restful sleep with its cosy luxury that moulds to the sleeper's form. Every movement causes the mattress silently to inhale and exhale, so maintaining an even temperature.

Latafoam
LATEX-FOAM MATTRESSES

Obtainable at all departmental and furnishing stores everywhere.

★ *Quaint Ideas from a Bygone Age . . .*

The disguised tram that could not frighten horses. Boston, U.S.A.

. . . but it's always
a good idea to have a

HENNESSY
COGNAC BRANDY

carrying the load

Millions of tons of electrical equipment are moved each year by rail. They range from giant transformers requiring specially controlled transit to delicate scientific instruments which demand careful handling

- *Vehicles up to 120 tons capacity for stators, dynamos, transformers*
- *Covered and open containers for all types of electrical equipment*
- *Roadside delivery of cable and other equipment*
- *Special service for the export trade*

If you have goods for transport, why not talk it over with your local Goods Agent? He will gladly give you full information.

BRITISH RAILWAYS

goods service is a good service

Escoffier

SAUCE ROBERT
SAUCE DIABLE
SAUCE MELBA

also various other Sauces, Pickles, Chutney and Fish and Meat Pastes.

ESCOFFIER LTD., HARDERS ROAD, LONDON, S.E.15

DOLCIN—A SUCCESSFUL DISCOVERY FOR THE RELIEF OF PAINFUL SYMPTOMS OF RHEUMATISM, SCIATICA, NEURITIS

DOLCIN is a special compound of calcium succinate and acetylsalicylic acid (aspirin) which has been widely tested and proved effective in countless cases, in this country and in America and Canada.

DOLCIN provides PROMPT RELIEF from the painful symptoms of Rheumatism, Sciatica, Lumbago, Neuritis and Fibrositis. Dolcin also gives PROLONGED RELIEF because it contains substances which increase the supply of blood and oxygen to the affected tissues.

DOLCIN is non-toxic. It will not harm the heart or any other organ, even when taken over long periods to eliminate rheumatic activity in severe cases.

Your chemist stocks DOLCIN. Try it today if you suffer from any of the ailments in the rheumatic group. 100 tablets for 10/-, 500 tablets 45/- including purchase tax.

DOLCIN
Reg. Trade Mark

110 Jermyn Street, London, S.W.1

REMAIN SOLO . . .

and leave a standing order for

SOLO

REAL ORANGE JUICE

3/6 per bottle

DISCRIMINATING HOUSEWIVES ask for SOLO Marmalade

The Unequalled Hair Treatment

Just a touch and the hair is dressed to perfection — soft and shining with health, discreetly perfumed with Otto of Roses: Rowland's Macassar Oil, of course. First made in 1793 to a very special formula that has earned popularity among discerning men and women ever since. You will find Rowland's unequalled as a hair dressing and tonic.

— Since 1793

ROWLAND'S
MACASSAR OIL
the choice of discerning men and women

SKYHI MINOR

HYDRAULIC CAR JACK

"The Little Jack with the BIG Lift"

Closed Height 6¾ ins.
Maximum Height 14 ins.

LIFTING CAPACITY 2 TONS
The "QUALITY" Hydraulic Car Jack that every car owner should use.

Price £4.0.0

Order through your GARAGE.

If any difficulty in obtaining delivery write

SKYHI Ltd
SKYHI WORKS
WORTON ROAD
Isleworth, Middlesex

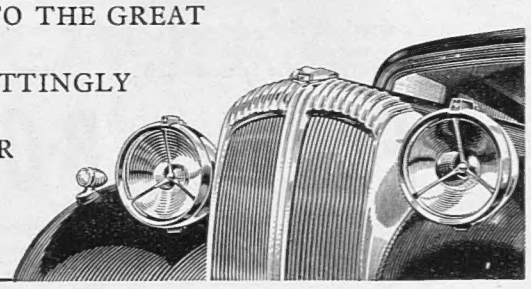
"Ride a Cock Horse to Banbury Cross . . ." We cannot, we fear, honestly claim the original and decorative lady of the Cross as a customer of Barclays. She should have been, of course—with all that jewellery, she needed somewhere safe to leave it when her white horse carried her away from Banbury on visits or on holidays. We are, however, happy to number many 'fine ladies' among our Banbury customers today. They bank with us, we like to think, because they feel that the Barclays tradition of willing service to the local community means that their financial affairs will be attended to with competence and care; because, in fact, they feel that though they may not 'have music wherever they go' their relations with their banker will always be harmonious and pleasant.

BARCLAYS BANK LIMITED

The Barclays system of Local Head Offices—with Local Directors who really know their districts—means that special attention is given to the differing problems of different localities. There are 31 Local Head Offices in England and Wales.

D.46

NO CAR RISES TO THE GREAT OCCASION AS FITTINGLY AS THE DAIMLER



Lindt

THE CHOCOLATE OF THE CONNOISSEUR

CHOCOLAT LINDT
ROD. LINDT FILS
ESTABLISHED 1879

The man who notes first the Wetherdair's implicit style will not be disappointed on closer acquaintance with its qualities of tailoring and cloth —impeccable parts of an impeccable whole.

Wetherdair REGD.

THE **IMPECCABLE** WEATHER COAT . WET WETHER **WETHERDAIR**

Wetherdair Ltd. Bradford and London and Northern Ireland

martell makes friends

MARTELL *Cognac*

THE BRANDY FOR EVERY HOME

THREE STAR CORDON BLEU

君現準備簽訂合約否？

"Yes—I'll fly at once!"

Businessmen with global interests depend on regular Speedbird service *to all six continents*. They know that a decision made today in Hong Kong, for example, may mean a conference there next week. They know, too, that 175,000 miles of B.O.A.C. routes to 51 countries make this kind of prompt action possible. They fly without delay, swiftly and in comfort—on *one ticket* all the way. These same advantages can be yours, too! Complimentary meals served en route; no tips or extras. It's part of B.O.A.C.'s 31-year-old tradition of Speedbird service and experience.

B.O.A.C. TAKES GOOD CARE OF YOU

...WITH MILLION-MILE PILOTS

BOOK NOW! *No charge for advice, information or bookings by Speedbird to all six continents at your local B.O.A.C. Appointed Agent or B.O.A.C., Airways Terminal, London, S.W.1. Telephone: VICtoria 2323.*

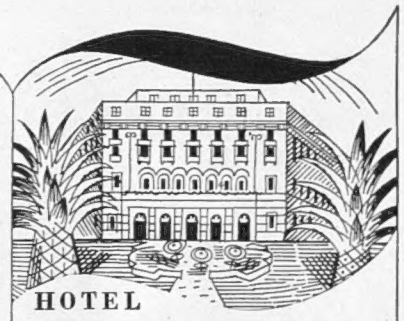
FLY BRITISH BY B·O·A·C

BRITISH OVERSEAS AIRWAYS CORPORATION IN ASSOCIATION WITH QANTAS EMPIRE AIRWAYS LIMITED, SOUTH AFRICAN AIRWAYS & TASMAN EMPIRE AIRWAYS LIMITED

INTO THE SUNLIGHT FOR

Sterling

A really exotic good time, without travel or currency snags. Sunshine, gaiety, sport; scenery, history, *shopping*. Europe's most up-to-date hotel offers rare service, cellar, cuisine. 125 bed and bathrooms, 8 main suites, on Valetta's Grand Harbour—just 8 hours off by air.



HOTEL **Phoenicia** MALTA G.C.

Write for full details from The Malta Hotels Company, Ltd., Public Relations Division, 34 Grosvenor Street, London W.1

DODERO LINE

First Class Only

FARES FROM £195

All Staterooms with private bath or shower. All social rooms and suites-de-luxe air conditioned.

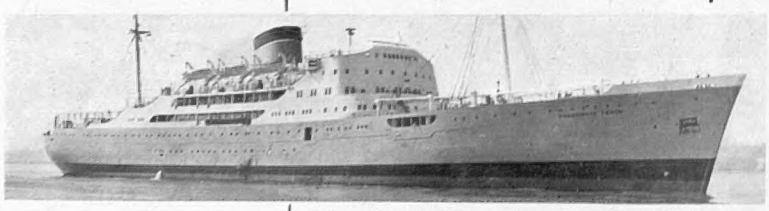
Express Service

LONDON *to* **BUENOS AIRES**

Via BOULOGNE - LISBON - RIO DE JANEIRO

Next Sailings:

"PRESIDENTE PERON" Feb. 21 & Apl. 29



Apply Local Passenger Agents or

STELP & LEIGHTON LIMITED,
9-13, FENCHURCH BUILDINGS,
LONDON, E.C.3 Telephone: Royal 3111

IN QUEST OF GOOD HOTELS

ADVICE BY ASHLEY COURTENAY

Letters, accompanied by a stamped addressed envelope for reply, should be addressed to him c/o The Editor, THE SPHERE, *Commonwealth House, 1, New Oxford Street, London, W.C.1.*

RAEMOIR, BANCHORY, KINCARDINE

A small luxury Hotel on Deeside. Friendly country-house environment and an abundance of good food. 20 bedrooms. 10 bathrooms. Golf, Fishing, Rough Shooting 3,000 acres. Riding. Licensed. Special Winter terms. Telephone: 122.

BEAUMARIS, Anglesey. BULKELEY ARMS HOTEL

Now under the personal management of Mr. Lucien J. Martin, there is comfort, contentment and first-class catering. Fully Licensed; Lift; Central Heating. Its position overlooking the Menai Straits, with Snowdonia in the background, is superb. Telephone: 119.

THE ROYAL CLARENCE HOTEL, Exeter

"The Gateway to the West." A beautiful old eighteenth-century coaching house in the quiet of the Cathedral Close, packed with the relics of a more leisured age, yet with every modern amenity. Well-appointed bedrooms. Restaurant, Cocktail Lounge, Lift. P.O. phones all rooms. R.A.C., A.A. Tel.: 4071/2.

FOLKESTONE. THE BURLINGTON

Situated on the Leas facing Sea. Fully Licensed, with "Bay Tree" Grill Room and Cocktail Bar. Good food, well cooked. Central heating; Lift, all modern comforts. Lock-up garages. Open all the year. Manager: A. R. Hillman (late Dorchester Hotel and Queen Anne's Mansions, London). Tel.: 4663-4.

Found at BRAMLEY GRANGE HOTEL,
Near GUILDFORD

Real winter comfort, service and cuisine, 3 to 6 months at special terms. 45 mins. to Waterloo. Write or 'phone Manager. Bramley 2295/6.

HYTHE, Kent — HOTEL IMPERIAL

Sheltered from the north, in 50 acres on Sea Front. Completely refurnished and internally reconstructed, this Hotel now ranks with the first-class on the South Coast. Own Golf Course. Ideal for week-end pleasure or residential leisure. Tel.: 67441.

The Stafford Hotel

What is a Demi-Dinner?

It is the STAFFORD HOTEL'S answer to everyone's problem of the need for a light meal before the Theatre, and Dinner afterwards, AT THE PRICE OF ONE MEAL.
The light meal offers you a choice of Hors d'Œuvres, Pâté Maison, Consommé Froid ou Chaud, and the demi-dinner gives you the opportunity of enjoying the main dish, sweet or savoury at your leisure, with full STAFFORD Service at both meals.

St. James's Place, S.W.1. For reservations 'phone REG. 0111.

THE COUNTY HOTEL, ROTHBURY
NORTHUMBERLAND

This modern, well-appointed hotel provides for your complete enjoyment . . . first-class service, well-cooked food, cocktail lounge, own gardens. Phone & Grams: Rothbury 235 & 6. A.A.*** R.A.C. and Veteran Motorists.

VICTORIA HOTEL, SIDMOUTH In Sunny SOUTH DEVON

Rooms overlooking the sea with private bath and self-controlled radio. Orchestra, Dancing, Cocktail Lounge. All outdoor recreations; food you will enjoy. Come and be spoilt! Open all the year. Tel.: 911.

OATLANDS PARK HOTEL, WEYBRIDGE, SURREY

Only 30 minutes from London. Golf, Tennis, Squash, Bowls and Dancing—all free to Residents. 150 Rooms (many with private bath) and self-contained suites. Moderate inclusive terms. Weybridge 1190.

The Sunny Coast of Portugal

CARCAVELOS ESTORIL CASCAIS

Situated 14 miles West of Lisbon, ESTORIL the centre of the SUNNY COAST facing South and sheltered by the Sintra mountains, with its wonderful sunny and temperate climate, forms one of the most delightful pleasure resorts and is

THE BEST CLIMATIC STATION IN EUROPE DURING THE WINTER

Blue Skies, glorious and incomparable sunshine
An ideal place for recuperation

- SEA AND SUN BATHING ALL YEAR ROUND
- GOLF - CASINO - TENNIS

FOR INFORMATION—There is an Official Information Bureau having a free information service, also a free library and reading room. Write or call at the JUNTA DE TURISMO, ESTORIL, PORTUGAL. or CASA DE PORTUGAL, 20 Lower Regent Street, London.

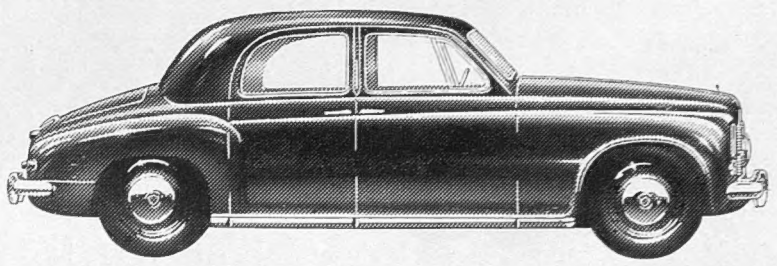
PRINTED IN ENGLAND by THE ILLUSTRATED LONDON NEWS AND SKETCH, LTD., Milford Lane, London, W.C.2, and Published Weekly by ILLUSTRATED NEWSPAPERS, LTD., Commonwealth House, 1, New Oxford Street, London, W.C.1. SATURDAY, JANUARY 28, 1950 Entered as Second-Class Matter at the New York (N.Y.) Post Office, 1903.

HOW TO STAY HAPPY . . .
though wed to a bookworm

He read in bed and kept her awake. She got him an Anglepoise that puts the light on the subject, not in *her* eyes. She uses this wonderful 1001 angle lamp too for her own reading, writing and sewing. Flexible to an astonishing degree, Anglepoise takes any angle you want—and stays there, rock steady, till you move it at a finger touch. Saves current—needs only a 25 watt bulb. Now in slightly better supply in electricians and stores.

THE
TERRY *Anglepoise Lamp*
[Pat. All Countries]

Sole Makers
HERBERT TERRY & SONS LTD. REDDITCH · London · Manchester · Birmingham



The new Rover Seventy-Five . . .

Progress in profile! Everyone knew that when a new Rover made its appearance, it would not only be an uncommonly fine motor car, but would be of a design prescribed not by fashion but by sound engineering advances. Here it is—the new Rover 'Seventy-Five'. Faster, safer, more comfortable and more economical, it is a worthy successor in a high quality lineage.

. . . the latest of Britain's Fine Cars

ROVER

THE ROVER COMPANY LIMITED
SOLIHULL BIRMINGHAM & DEVONSHIRE HOUSE LONDON

CVS-127

"Now she insists on helping us"

Crippled, out of work, utterly tired of life, she knocked at the door of a Salvation Army Hostel. Matron took her in, later giving her a case of needles, wool, cotton and other things to sell. In 12 months she was not only paying her way but had saved £20 in the Post Office. And then—she *insisted* on giving £10 of her savings towards a radio that was badly needed by the Hostel. She's a very happy person now, and life at last has a meaning for her.

We are continually dealing with such cases in our hostels. We know we could still do more. To keep a man or woman for a month costs £10. More funds, and more hostels, are needed. We already have the plans; will you help us—by donation or legacy—to find the money? Please send a gift, marked "Hostels", to General Albert Orsborn, C.B.E.

101, QUEEN VICTORIA ST., LONDON, E.C.4

WHERE THERE'S NEED . . .
The Salvation Army

Don't be vague—
ASK *first* FOR
Haig

No finer Whisky goes into any bottle

CONDITIONS OF SALE AND SUPPLY.—This periodical is sold subject to the following conditions, namely, that it shall not, without the written consent of the publisher first given, be lent, resold, hired out or otherwise disposed of by way of Trade except at the full retail price of 2s., and that it shall not be lent, resold, hired out or otherwise disposed of in a mutilated condition or in any unauthorised cover by way of Trade, or affixed to or as part of any publication or advertising, literary or pictorial matter whatsoever.

Gordon's

ORANGE GIN · LEMON GIN

delicious!

By Appointment
Gin Distillers
to H.M. King George VI

32/- PER BOTTLE 16/9 HALF BOTTLE
U.K. only

The Perfect Pair

BRYLCREEM

For Smart Healthy Hair

Play safe! Brylcreem your hair. Dandruff on your collar, loose hair on your comb—these are danger signals that point the need for Brylcreem's *double benefit :*

(1) Day-long smartness.
(2) Lasting hair health.

Massage with Brylcreem stimulates the scalp, encourages natural hair growth, wards off Dandruff. Its pure emulsified oils put life into Dry Hair and impart a splendid gloss. Don't take any chances, Brylcreem your hair—most men do!

Use BRYLCREEM to be sure

County Perfumery Co. Ltd., Honeypot Lane, Stanmore, Middx. *royds 63/28*

★

BURLINGTON
Cigars

Coronas 2/7
Petit Coronas 2/1

Carefully matured, then packed in moisture-proof wrapping, every BURLINGTON cigar reaches you in perfect condition. The Havana leaf used is of the finest quality.

PRINTED IN ENGLAND by THE ILLUSTRATED LONDON NEWS AND SKETCH, LTD., Milford Lane, London, W.C.2, and Published Weekly by ILLUSTRATED NEWSPAPERS, LTD., Commonwealth House, 1, New Oxford Street, London, W.C.1. SATURDAY, JANUARY 28, 1950. Entered as Second-Class Matter at the New York (N.Y.) Post Office, 1903.